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June 24, 2008

Nicole Steele  
Department of Planning  
1 Harrison Street, S.E.  
P. O. Box 7000  
Leesburg, Virginia 20177-7000



**Re: ZMAP 2008-0007, Fairfield at Ryan's Corner**

Dear Ms. Steele:

Loudoun Water has reviewed the referenced Zoning Map Amendment Petition and offers the following comments:

1. Public water service is currently available through the extension existing facilities.
2. Public sanitary sewer service is available through the extension of existing facilities. However, a capacity evaluation of the existing down stream sanitary sewer will be required. Depending on the conclusions of the evaluation up-sizing or parallel installation of offsite sanitary sewer may be required to serve the proposed development.
3. Water and sewer service would be contingent upon the developer's compliance with Loudoun Water's Statement of Policy; Rates, Rules and Regulations; and Design Standards.
4. Should offsite easements be required to extend public water and/or sanitary sewer to this site, the applicant shall be responsible for acquiring such easements and dedicating them to Loudoun Water at no cost to the County or to Loudoun Water.
5. Detailed comments on the design of the public water and sanitary sewer facilities will be addressed during Loudoun Water's Utility Extension Request process.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Julie Atwell".

Julie Atwell  
Engineering Administrative Specialist

ATTACHMENT 1h

A-117



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A-118

**From:** George Phillips  
**To:** Steele, Nicole  
**Date:** 3/6/2009 12:19:58 PM  
**Subject:** Re: FAIRFIELD DOCS

Nicole- 3/6/09

I had a chance to review the latest documents you sent and looked at the applicant's latest responses. The Link Node comparison is foreign to me but, regarding the pedestrian network, under Proffer 17 (page 9 of the draft proffers), the language in the last sentence does support that the general public will have access which works for us. In terms of their response comments, the per unit contribution increases as well as the commitment to construct Waxpool Road east between Route 643 and Faulkner Parkway are also acceptable. Although I raised the question about the possible need for separate turn lanes on Route 625 into the western most entrance on Route 625 (Waxpool Road) VDOT hasn't requested them so we are good there as well. The applicant is also working with VDOT on the line of sight issue. I have no other comments at this time.

Let me know when the next hearing is and I'll make myself available.

Thanks, George

ATTACHMENT 1:

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**County of Loudoun**  
**Office of Transportation Services**  
**MEMORANDUM**

**DATE:** January 15, 2009

**TO:** Nicole Steele, Project Manager, Department of Planning

**THROUGH:** Art Smith, Senior Coordinator, Transportation Planning *AS*

**FROM:** George Phillips, Senior Transportation Planner *GP*

**SUBJECT:** ZMAP 2008-0007, Fairfield at Ryans Corner, Second Referral

**LOCATION:** Bounded by Route 772 (Ashburn Village Boulevard) to the south, Route 772 through the site, Route 643 (Shellhorn Road) to the east and Route 625 (Waxpool Road) to the north in Ryan.

**Background**

In response to initial OTS comments dated August 18, 2008, the applicant has provided a referral response letter dated November 11, 2008, a revised traffic study dated November 7, 2008, a revised plat from Bowman Consulting dated October 16, 2008 and revised draft proffers and statement of justification dated November 10, 2008. Discussed below are the initial OTS issues, the applicant's response and whether the issue has been adequately addressed.

**Transportation Comments**

1. The approved proffers for Pulte Ryan's Corner (ZMAP 2003-0013) allows for 160 townhomes and the approved Huntmore at Waxpool Property (ZCPA 2005-0013) allows for 37 townhomes for a total of 197. However, on page 27 (Table 3) of the applicant's traffic study, 180 townhomes are assumed as approved. Please clarify and correct this apparent discrepancy. **The applicant has provided an updated traffic study which now shows 197 units. Issue addressed**
2. In Table 1 of the applicant's traffic study, the intersections of Shellhorn Road (Route 643)/Ashburn Village Boulevard (Route 772) and Ashburn Village Boulevard (Route

772)/Dulles Greenway Westbound on/off ramps are shown to be operating at failing level-of-service (LOS) overall and for many of the approaches. This occurs with signalization. The applicant needs to improve the LOS at these intersections. The Level of Service Policies in Chapter 4 of the Countywide Transportation Plan text recommend that LOS D or better be maintained with new land development. OTS cannot support this application as it contributes to an LOS below D without adequate mitigation. **Based on comments from VDOT, the applicant has adjusted the assumed background development to more realistically reflect conditions as they are likely to occur in 2015. The result is that fewer background development trips are assumed on the road network. Now, the study shows that acceptable levels of service are expected at both the Shellhorn Road/Ashburn Village Boulevard intersection and the Dulles Greenway westbound ramps. Issue addressed.**

3. The applicant's traffic study, on pages 34 and 35 outlines proposed proffers to address anticipated site traffic impacts (See Attachment 4). Would these override all of the previously approved proffers on this site? Please clarify. **The applicant notes that the proffers are intended to supersede all previously approved proffers. Properly clarified. Issue Addressed.**
4. The applicant proposes to remove a significant portion of Old Route 772 within the property including the intersection with Route 625. Has this been coordinated with the adjacent property to the west? Also, please note that a road abandonment would be required by the Loudoun Board of Supervisors to remove this road segment as public right-of-way within the proposed property. **The applicant notes that the adjacent land owner has been contacted and that they are coordinating together. They also note that the road abandonment process will be followed in accordance with the County and Code of Virginia regulations. Please note that OTS is in favor of the abandonment of this road segment as it will help to foster improved traffic flow in Ryan by removal of the last leg of the original five-legged intersection at Route 625/Route 643/Route 772. This would also be in concert with several road realignments including the Route 641 extension south to Route 625, the termination of Route 643 immediately north of Route 625 with a cul de sac and the realignment of Route 643 south of Route 625. At the same time, the applicant needs to insure that any adjacent properties using this portion of old Route 772 have adequate alternative access. OTS wants to understand the outcome of the coordination with the adjacent landowner. Please clarify.**
5. More discussion is needed regarding the proposed \$3,500 per unit regional roadway contribution and \$500 per unit transit contribution. What exactly are these currently proposed contributions based on? Also, similar contributions were proffered in October, 2004 almost 4 years ago. OTS would recommend that, at a minimum, the CPI be taken into account since 2004 and that these contributions be increased. **The applicant notes in the response letter that they will escalate the**

**previously proffered contributions from \$500 to \$580 for the transit contribution, from \$3,000 to \$3,360.72 per unit for the multi-family and from \$3,500 to \$4,053.68 for the townhomes. Do these contributions apply to all approved and proposed units? If not, OTS recommends that they do. Please clarify.**

6. Are turn lanes proposed at the anticipated site entrance on the south side of the Route 625/Route 641 intersection? They don't appear to be mentioned in the list of improvements by the applicant. Regardless, all entrances and road improvements must meet VDOT standards. **The applicant notes that the site entrance will provide one inbound and one outbound lane and that turn lanes aren't being provided by the applicant. A traffic signal at the Route 625/Route 641/site entrance is also proposed on page 7 of the draft proffers. The question is, will separate turn lanes into the proposed site entrance, such as a west bound left turn lane on Route 625 to accommodate the projected 50 p.m. peak hour left turns or a separate right turn lane on Route 625 also be required? VDOT needs to weigh in on the issue. Further clarification is needed by VDOT.**
7. Since 2004, OTS is seeking more specific transit related proffers including the provision of bus shelters, park & ride lots, etc. The proposed \$500 per unit contribution needs further discussion with the OTS Transit Division. **The applicant has raised the previous \$500 per unit contribution to \$580 based on the CPI. Does this apply to all proposed units? OTS recommends that it does. Please clarify. In addition, the applicant's draft proffers include a commitment to design and provide a bus shelter in the vicinity of the main entrance on Route 643 in coordination with OTS. Issue adequately addressed pending clarification on contributions.**
8. What is the status of the proffered cul de-sac for Route 643 (Shellhorn Road) immediately north of Route 625? Please clarify. **The applicant notes that the cul-de-sac has been installed and is almost complete. Issue addressed.**
9. Ryan's Corner was proffered to install a crosswalk through the median of Ashburn Village Boulevard. This has already been constructed and the cost should be reimbursed. **The applicant notes that through the draft proffer statement, this item has been addressed. It is included on pages 9 and 10 of the draft proffers. Issue addressed.**
10. In order to address the traffic impacts from the proposed development at the beginning, it is recommended that the Route 625 (Waxpool Road) widening and the proposed replacement southbound right turn lane on Route 643 onto westbound Ashburn Village Boulevard be open to traffic prior to the first zoning permit being issued. Also, it is recommended that the applicant widen Waxpool Road to four lanes east to Faulkner Parkway. The proposed regional road contribution should

cover this recommended improvement. **The applicant has addressed the widening of Waxpool Road east to Faulkner Parkway in draft proffer 8. B. and addresses the Waxpool Road widening in draft proffer 11 prior to first zoning permit. More clarification is needed regarding the southbound right turn lane on Route 643 onto Ashburn Village Boulevard.**

11. All turn lanes proffered by Huntmore or Ryan's Corner should be included in the new proffers with adjustments to the length to accommodate the additional site traffic. **The applicant notes that the turn lanes have been evaluated and have been adjusted accordingly. Provided VDOT has reviewed the turn lane lengths and is in agreement that they adequately address the additional site traffic, the issue is addressed.**
12. **A new issue has been raised. VDOT is trying to get the 3-way stop sign at Route 625/Old Route 772 removed. In order to do that, they will need a clear line of sight looking west along Route 625 coming out of old Route 772. This will require clearing trees and brush on the site and thus obtaining permission to access the property from the landowner. VDOT would do the work but will need a right of entry from the land owner. Is the applicant willing to grant VDOT this access? Please clarify.**

### **Recommendation**


A significant number of outstanding issues have been adequately addressed. More clarification is needed regarding roadway and transit contributions, coordination with the adjacent property owner regarding Old Route 772, the potential need for turn lanes at the site entrance on Route 625 opposite Route 641 and the southbound right turn lane on Route 643 onto westbound Ashburn Village Boulevard and allowing VDOT access to the property to improve sight distance. The Office of Transportation Services does not have a recommendation at this time. Transportation staff is available to further discuss these issues with the applicant.

GRP/llm

Fairfield at Ryan's Corner/Zmap 2008/0007/C Drive/ 2<sup>nd</sup> referral



**County of Loudoun**  
**Office of Transportation Services**  
**MEMORANDUM**

**DATE:** August 18, 2008  
**TO:** Nicole Steele, Project Manager, Department of Planning  
**THROUGH:** Art Smith, Senior Coordinator, Transportation Planning  
**FROM:** George Phillips, Senior Transportation Planner   
**SUBJECT:** ZMAP 2008-0007, Fairfield at Ryans Corner

**LOCATION:** Bounded by Route 772 (Ashburn Village Boulevard) to the south, Route 772 through the site, Route 643 (Shellhorn Road) to the east and Route 625 (Waxpool Road) to the north in Ryan. (See Attachment 1)

### **Background**

The applicant, Fairfield Ryans Corner, LLC, is seeking approval to rezone approximately 22 acres from R-2 and R-16 to R-24 Affordable Dwelling Unit, to permit the construction of approximately 596 multi-family dwelling units, 38 of which are intended to be ADU's. This property was previously approved under two applications, ZMAP 2003-0013, Pulte Ryan's Corner in 2004 and ZCPA 2005-0013, Huntmore at Waxpool in 2006 by the Loudoun Board of Supervisors to allow a total of up to 197 town homes. The applicant has submitted a traffic study dated April 30, 2008 from Wells and Associates, a revised concept plan dated June 24, 2008 by Bowman Consulting Group and a statement of justification dated May 2, 2008.

### **Existing and Proposed Road Network**

Based on a recent field visit by Transportation staff, Route 625 is a paved, two-lane shoulder and ditch road approximately 20 feet wide and includes a 35-mph speed limit. This segment of Route 625 carries 10,000 annual average daily vehicle trips based on the latest (year 2007) VDOT traffic data. The Countywide Transportation Plan (CTP), shown in Appendix 2, calls for this portion of Route 625 to be a four lane undivided minor collector within 70 feet of right-of-way and include right and left turn lanes at all major intersections with additional dedication for turn lanes, and a 40 mph design speed (see Attachments 2 and 3). Bicycle accommodations are also to be considered

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in the design and may require additional right-of-way. There are proffered improvements for Route 625 from several approved developments including a Broadlands proffer for improvement of the facility to a four lane undivided road in the vicinity of the site. Broadlands has also completed construction plans for the improvement of Route 625 in the vicinity of the site.

Old Route 772, Ryans Corner Place, from Route 625 and terminating immediately north east of the Dulles Greenway within the site, is a paved two-lane shoulder & ditch road approximately 19-20 feet wide. There is no VDOT traffic data for this segment of Route 772. However, applying a K factor to the applicant's peak hour traffic data, it is estimated that this road segment carries approximately 800 daily vehicles. This segment was terminated immediately north of the Dulles Greenway with the extension of Ashburn Village Boulevard south to the Dulles Greenway and will remain as a local road. It is not slated for CTP or VDOT road improvements. This road will be removed with the proposed development as access will be via Route 625/Route 641 and the proposed site entrance on Route 643.

Route 772, Ashburn Village Boulevard, is constructed as a four lane median divided road adjacent to the site. VDOT counts were not available for this particular road segment. However, applying a K factor to the peak hour data from the applicant's traffic study, the daily traffic on this road segment is estimated at approximately 9,000 daily vehicle trips. The CTP calls for this road to be a six lane divided facility within 120 feet of right of way. It is to include turn lanes at all major intersections. Bicycle trail accommodations are also to be considered in the design and may require additional right of way.

Route 643, Shellhorn Road, is constructed as a four lane median divided road adjacent to the site. The latest available VDOT traffic counts for this road segment indicate 3,000 annual average daily vehicle trips in 2007. The CTP calls for this road segment to be a four lane divided facility, within 120 feet of right of way with turn lanes at all intersections. Bicycle trail accommodations are to be considered in the design and may require additional right of way.

### **Trip Generation Information**

The approved proffered development allows for up to 197 townhomes. Based on current ITE rates, the 197 units would generate 1,714 daily, 89 a.m. peak hour and 105 p.m. peak hour trips. Based on the applicant's traffic study, which utilized ITE rates, the proposed 600 multi-family rental apartments would generate 3,756 daily, 298 a.m. peak hour and 348 p.m. peak hour vehicle trips. The proposed development represents an increase of 2,042 daily, 209 a.m. peak hour and 243 p.m. peak hour trips.

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### **Approved Proffers For the Site**

The proposed site includes approved proffers which call for several transportation related improvements in the vicinity including widening Route 625 to four lanes along the site frontage, turn lanes into the proposed entrance on Route 643, trails along Route 625, Route 643 and Route 772 and per unit regional road and transit contributions. These proffers are included in Attachment 3.

### **Existing and Forecasted Traffic Volumes and Service Levels**

Table 1 from page 13 and Figures 4 and 12 (attached) of the applicant's traffic study indicate that at build out, the Shellhorn Road (Route 643)/Ashburn Village Boulevard (Route 772) intersection and the Ashburn Village Boulevard/Dulles Greenway Westbound ramps operate at failing levels of service.

### **Transportation Comments**

1. The approved proffers for Pulte Ryan's Corner (ZMAP 2003-0013) allows for 160 townhomes and the approved Huntmore at Waxpool Property (ZCPA 2005-0013) allows for 37 townhomes for a total of 197. However, on page 27 (Table 3) of the applicant's traffic study, 180 townhomes are assumed as approved. Please clarify and correct this apparent discrepancy.
2. In Table 1 of the applicant's traffic study, the intersections of Shellhorn Road (Route 643)/Ashburn Village Boulevard (Route 772) and Ashburn Village Boulevard (Route 772)/Dulles Greenway Westbound on/off ramps are shown to be operating at failing level-of-service (LOS) overall and for many of the approaches. This occurs with signalization. The applicant needs to improve the LOS at these intersections. The Level of Service Policies in Chapter 4 of the Countywide Transportation Plan text recommend that LOS D or better be maintained with new land development. OTS cannot support this application as it contributes to an LOS below D without adequate mitigation.
3. The applicant's traffic study, on pages 34 and 35 outlines proposed proffers to address anticipated site traffic impacts (See Attachment 4). Would these override all of the previously approved proffers on this site? Please clarify.
4. The applicant proposes to remove a significant portion of Old Route 772 within the property including the intersection with Route 625. Has this been coordinated with the adjacent property to the west? Also, please note that a road abandonment would be required by the Loudoun Board of Supervisors to remove this road segment as public right-of-way within the proposed property.

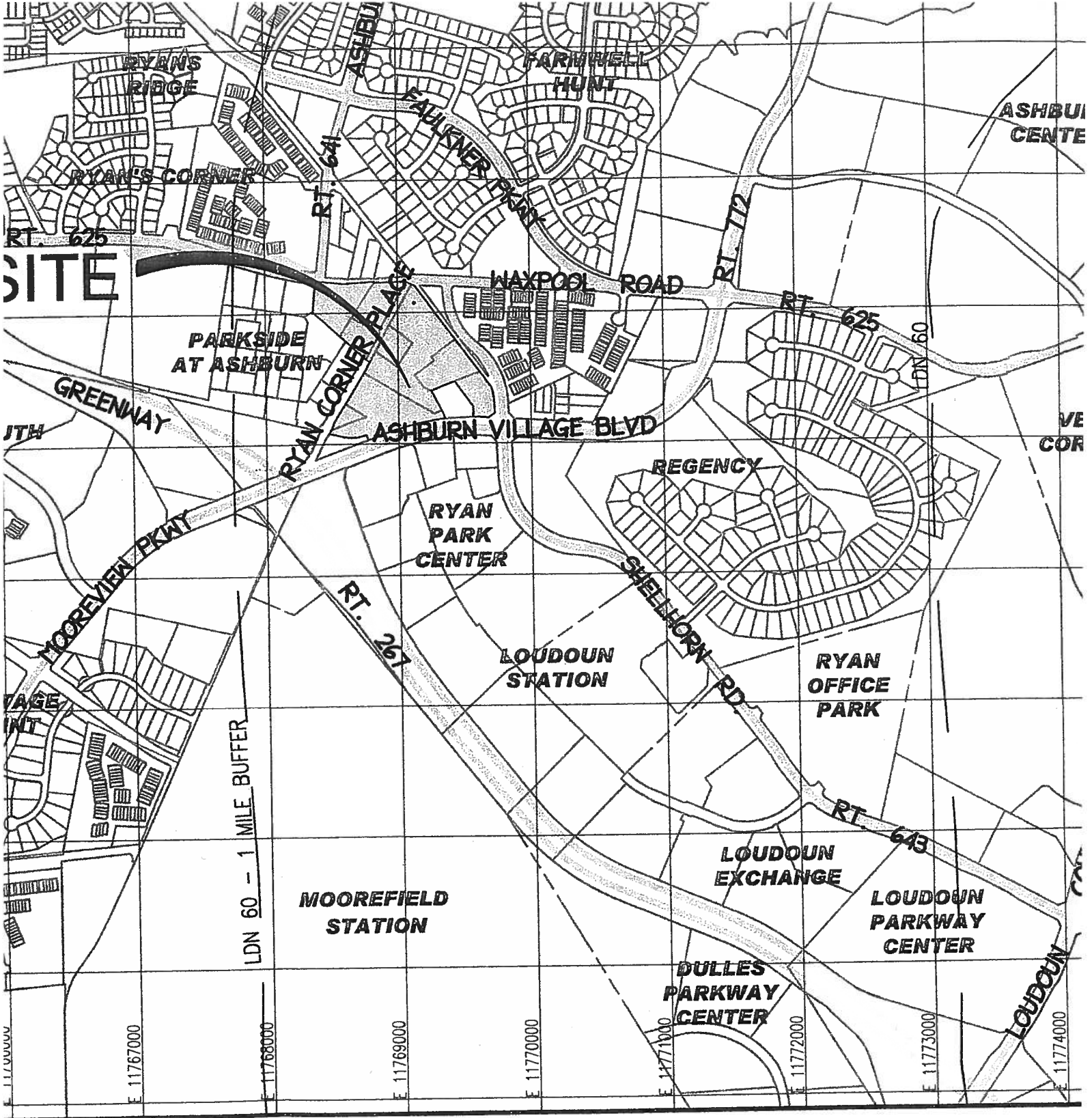
5. More discussion is needed regarding the proposed \$3,500 per unit regional roadway contribution and \$500 per unit transit contribution. What exactly are these currently proposed contributions based on? Also, similar contributions were proffered in October, 2004 almost 4 years ago. OTS would recommend that, at a minimum, the CPI be taken into account since 2004 and that these contributions be increased.
6. Are turn lanes proposed at the anticipated site entrance on the south side of the Route 625/Route 641 intersection? They don't appear to be mentioned in the list of improvements by the applicant. Regardless, all entrances and road improvements must meet VDOT standards.
7. Since 2004, OTS is seeking more specific transit related proffers including the provision of bus shelters, park & ride lots, etc. The proposed \$500 per unit contribution needs further discussion with the OTS Transit Division.
8. What is the status of the proffered cul de-sac for Route 643 (Shellhorn Road) immediately north of Route 625? Please clarify.
9. Ryan's Corner was proffered to install a crosswalk through the median of Ashburn Village Boulevard. This has already been constructed and the cost should be reimbursed.
10. In order to address the traffic impacts from the proposed development at the beginning, it is recommended that the Route 625 (Waxpool Road) widening and the proposed replacement southbound right turn lane on Route 643 onto westbound Ashburn Village Boulevard be open to traffic prior to the first zoning permit being issued. Also, it is recommended that the applicant widen Waxpool Road to four lanes east to Faulkner Parkway. The proposed regional road contribution should cover this recommended improvement.
11. All turn lanes proffered by Huntmore or Ryan's Corner should be included in the new proffers with adjustments to the length to accommodate the additional site traffic.

**Recommendation**

The applicant needs to adequately address the above outstanding issues and provide a proffer package. The Office of Transportation Services cannot make a recommendation at this time. Transportation staff is available to further discuss these issues with the applicant.

GRP/llm

Fairfield at Ryan's Corner/Zmap 2008/0007/C Drive



# VICINITY MAP

SCALE: 1" = 1000'



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WASHINGTON-DULLES  
INTERNATIONAL AIRPORT

Fairfax County, VA

Pulte Ryan's Corner  
(ZMAP 2003-0013)

PROFFER STATEMENT

June 28, 2004  
September 24, 2004  
October 6, 2004

RECEIVED

AUG 23 2006 D-1

FARMS & ACREAGE, INC.

A-132



Pulte Ryan's Corner  
(ZMAP 2003-0013)  
**PROFFER STATEMENT**  
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**EXHIBITS**

Exhibit A: Pulte Ryan's Corner Application Plan Set, prepared Bowman Consulting Group, dated July, 2002, as revised through September 5, 2004

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Pulte Ryan's Corner  
(ZMAP 2003-0013)

PROFFER STATEMENT

October 6, 2004

PREAMBLE

Pursuant to the Code of Virginia, 1950, as amended, and Section 6-1209 of the Revised Loudoun County Zoning Ordinance (1993), as amended, 350 South Washington, L.L.C. owner of Parcels 20 and 20C on Loudoun County Tax Map 79 (MCPI #'s 119-30-9304, 119-20-8059) and Church Road, Limited, a Virginia corporation, owner of Parcels 20, 21, 22, and 24 on Loudoun County Tax Map 79 (MCPI #'s 088-35-1337, 088-25-2998, 119-20-6350, 088-25-6368), (collectively, the "Owner"), consisting of approximately 16.85 acres of real property (collectively, the above referenced parcels shall hereinafter be referred to as the "Property") which is the subject of rezoning application ZMAP 2003-0013, hereby voluntarily proffers that development of the Property shall be in substantial conformity with the proffers as set forth below (the "Proffers") and with Exhibit A, Ryans Corner Zoning Map Amendment plan set, prepared by Bowman Consulting, dated July 30, 2003, revised through September 5, 2004. All Proffers made herein are contingent upon the approval by the Board of Supervisors of Loudoun County (the "Board") of the change in the zoning district requested in rezoning application ZMAP 2003-0013 from the CR-1, RC, R-1, R-2, and PD-OP zoning districts to the R-16 zoning district.

I. Rezoning Plat

A. Substantial Conformity. The Property shall be developed in substantial conformity with Ryans Corner Zoning Map Amendment plan set, sheets 1-8, prepared by Bowman Consulting, dated July 30, 2003, revised through September 5, 2004, (collectively the "Rezoning Plat"). The Property shall be developed with no more than 160 single family attached residential units, 12.5% of which shall be Affordable Dwelling Units (ADUs).

The Property shall also include active recreation areas in the locations as generally shown and described on Sheet 4 of the Rezoning Plat.

B. Garage Parking Restrictions. Prior to approval of the first record plat or site plan, whichever occurs first in time, for the Property, the Owner shall prepare and record against the Property a covenant which shall preclude the primary use of any garage on the Property for purposes other than for the storage of vehicles. Homes used for display purposes shall be exempt from this restriction until such time as they are sold and are no longer used for display purposes.

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October 6, 2004

## II. PUBLIC WATER AND SANITARY SEWER

The Property shall be developed using public water and sewer facilities, which shall be provided to the Property at no cost to Loudoun County (the "County") or to the Loudoun County Sanitation Authority (LCSA).

## III. STORMWATER MANAGEMENT AND WATER QUALITY

The Owner shall use Best Management Practices ("BMP") as published in the latest edition of the Virginia Stormwater Management Handbook and the County Facilities Standards Manual ("FSM") in developing the Property.

## IV. TRANSPORTATION

A. Road Network. Unless otherwise specified in these Proffers, all roads constructed pursuant to these Proffers shall be constructed in accordance with the County of Loudoun's Land Subdivision and Development Ordinance (LSDO) and the Facilities Standards Manual (FSM) to provide access to the development parcels depicted on the Rezoning Plat. All roads proffered herein for access to and within the Property will be designed and constructed in accordance with Virginia Department of Transportation ("VDOT") and County standards for private roads, unless modified otherwise. Prior to approval of the first record plat or site plan for the Property, whichever is first in time, public access easements will be placed on all private streets in the development.

B. Shellhorn Road Turn Lanes. If required by VDOT, prior to the approval of the first record plat or site plan, whichever is first in time, or any subsequent record plat or site plan for the Property, the Owner shall construct or bond for construction a right turn lane into the Property along the Property's Shellhorn Road frontage.

The Applicant shall attempt to acquire all right-of-way necessary to construct this improvement through good faith efforts to purchase such property at fair market value. Where right-of-way and/or easements necessary for the construction of the above improvement cannot be obtained, the applicant shall request that the County acquire such right-of-way and/or easements by appropriate eminent domain proceedings by the County, with all costs associated with the eminent domain proceedings to be borne by the Applicant, including, but not limited to land acquisition costs.

C. Waxpool Road Improvements. Prior to approval of the first record plat or site plan, whichever occurs first in time, for the Property the Owner shall bond and/or construct a four (4) lane section of Waxpool Road, between Old Ryan Road and Shellhorn Road.

The Applicant shall attempt to acquire all right-of-way necessary to construct this improvement through good faith efforts to purchase such property at fair market value. Where right-of-way and/or easements necessary for the construction of the above improvement cannot be obtained, the applicant shall request that the County, in its discretion, acquire such right-of-way and/or easements by appropriate eminent domain proceedings by the County, with all costs associated with the eminent domain proceedings to be borne by the Applicant, including, but not limited to land acquisition costs.

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October 6, 2004

D. Regional Transportation Contribution The Owner shall pay to the County a Regional Transportation Contribution in the amount of Three-Thousand Five Hundred Dollars (\$3,500) for each residential unit developed on the Property ("Regional Transportation Contribution"). The Regional Transportation Contribution shall be paid prior to issuance of the zoning permit for each such residential unit. Such funds shall be used for the construction of regional road improvements, signalization, and/or transit in the Ashburn Community Planning Subarea. The amount of the Regional Transportation Contribution shall escalate in accordance with the Consumer Price Index from the base year of 2004.

E. Access and Emergency Access Prior to the approval of the first record plat or first site plan, whichever is first in time, the Owner shall construct or bond for construction access into the site as shown on Sheet 4 of the Rezoning Plat. At the time an access is constructed the Owner shall remove the entrance labeled on Sheet 4 as "existing entrance to be removed."

Prior to the approval of the first record plat or site plan, whichever occurs first in time, for the Property, the Owner shall construct or bond for construction an Emergency Access for the site, acceptable to the Department of Fire and Rescue, via a controlled access point on Old Ryan Road, as shown on Sheet 4 of the Rezoning Plat.

F. Multi-Purpose Trail Prior to approval of the first record plat or site plan, whichever occurs first in time, for the Property the Owner shall bond and/or construct an eight (8) foot wide asphalt multi-purpose trail within the on-site and off-site right-of-way along the Ryan Road and Shellhorn Road frontage of the Property as generally shown on Sheet 4 of the Concept Plan. If the trail is not accepted by VDOT in the right-of-way, the trail shall be constructed within a fourteen (14) foot public access easement and maintained by the Homeowner's Association, to be established pursuant to Proffer VII, in the approximate location as shown on the Concept Plan.

The portion of the multi-purpose trail shown along Shellhorn Road that is off-site of the Property shall be constructed by the Owner if permitted by the adjacent owner, identified as Flynn's Crossing HomeOwner's Association. The trail shown along Shellhorn Road shall be constructed in a public access easement and maintained by the HOA established pursuant to Proffer VII. In the event the Owner is not permitted to construct the off-site portion, the multi-purpose trail shall be relocated and constructed wholly on the Property.

The portion of the multi-purpose trail shown along Ryan Road that is off-site of the Property shall be constructed by the Owner if permitted by the adjacent owner, currently identified as ZP No. 183, LLC. The trail shown along Ryan Road shall be constructed in a public access easement and maintained by the HOA established pursuant to Proffer VII. In the event the Owner is not permitted to construct the off-site portion along Ryan Road, the off-site portion of the multi-purpose trail will not be constructed along Ryan Road by the Owner.

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A136

October 6, 2004

G. Pedestrian Island and Crosswalks. Prior to the approval of the first record plat or first site plan, whichever occurs first in time, for the Property, the Owner shall install a crosswalk and construct, or bond for construction, a pedestrian island in the median of Route 772 (Ryan Road) at the intersection Ryan Road and Shellhorn Road. These improvements shall be subject to VDOT design approval.

H. Noise Mitigation. The Owner shall mitigate noise impacts for residential units along Ryan Road through the installation of berming, or solid wood fencing or in combination, to a height of 6-8 feet. Evergreen trees shall be installed along each side of the berm and/or fence at a rate of six (6) evergreen trees per 100 linear feet.

I. Cash Equivalent Contribution. Unless otherwise provided in these Proffers, the Owner agrees to contribute to the County or its designee, an amount equal to the cost of constructing the transportation improvements described above in Proffers IV. B, IV. C, IV. E, IV. F, and IV. G. in lieu of actual construction, if said improvements have been constructed or bonded for construction by others prior to bonding for construction by the Owner. For the purposes of determining the in-lieu of contribution, construction costs shall be deemed to include all engineering, surveying, bonding, permit fees, utility relocation, and other hard costs of construction based upon County bonding estimates for said construction per the FSM. Such contribution in lieu of actual construction shall occur at the time the Owner would otherwise have been required by these Proffers to bond or construct such improvements. As determined by the County, such contribution shall either be used to reimburse the party who constructed such improvements or for regional roadway improvements in the vicinity of, and that benefit, the Property.

V. CAPITAL FACILITIES and OPEN SPACE EASEMENT CONTRIBUTIONS

A. Capital Facilities Contributions. The Owner shall pay to the County a Capital Facility Contribution in the amount of Sixteen Thousand Five-Hundred Twenty and 18/100 Dollars (\$16,520.18) for each residential unit constructed on the Property (the "Capital Facilities Contribution"). The Capital Facilities Contribution shall be paid prior to issuance of the zoning permit for each such residential unit. The amount of the Capital Facilities Contributions shall escalate in accordance with the Consumer Price Index from the base year of 2004.

B. Open Space Easement Program. The Owner shall pay to the County Open Space Easement Program a contribution in the amount of One Hundred Five and 06/100 Dollars (\$105.06) for each residential unit constructed on the Property (the "Open Space Easement Contribution"). The Open Space Easement contributions shall be used by the County to purchase open space or to provide active recreation facilities in the Ashburn Community Planning Subarea. The amount of the Open Space Easement Contribution shall escalate in accordance with the Consumer Price Index from the base year of 2004.

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October 6, 2004

Section 10.01  
Section 10.02

## VI. PEDESTRIAN NETWORK and RECREATION

A. Pedestrian Network. The Owner shall construct a pedestrian circulation system consisting of sidewalks and trails on the Property in substantial conformance with the circulation system illustrated on Sheet 5 of the Rezoning Plat. Sidewalks need not be constructed in locations where trails are constructed to provide the pedestrian circulation linkage depicted on Sheet 4 of the Rezoning Plat, but sidewalks shall be constructed on both sides of each private road within the Property. Sidewalks and trails shall be constructed at a width and of materials as required by the FSM. Sidewalks shall be constructed concurrently with the development of land in areas adjacent to such sidewalks. Sidewalks and trails outside the public right-of-way shall be subject to an easement providing access to the general public in addition to residents of the Property. The trails shall be constructed pursuant to Proffer IV.F.

B. Civic and Recreation. The Owner shall construct active recreation uses on site as depicted on Sheet 4 of the Rezoning Plat. The active recreation construction shall be concurrent with the development of residential lots in areas adjacent to such recreation areas.

The Owner shall also construct a civic use in the form of a gazebo or other covered picnic shelter, as depicted on Sheet 4, concurrent with the development of residential lots adjacent to the civic use.

The Owner shall also construct a small open space park with seating area, as depicted on Sheet 4 as "Vest Pocket-Seating Area", concurrent with the development of residential lots adjacent to the civic use.

## VII. HOMEOWNERS' ASSOCIATION

The Owner shall establish a Homeowners' Association ("HOA") prior to the approval of first record subdivision plat or first site plan, whichever occurs first in time, on the Property. The HOA shall have among its duties trash removal, snow removal, and maintenance of each of the common area amenities specified herein, i.e., the private streets, stormwater management facilities, common areas, including open space, the Active Recreation Area, trails and other play areas. The Owner shall prepare documents to create this homeowners' association and submit these documents for review and approval by the County prior to the approval of the first record plat or first site plan, whichever occurs first in time. The approved documents shall be recorded prior to the approval of the first record subdivision plat or first site plan, whichever occurs first in time for the Property.

## VIII. EMERGENCY SERVICES

### A. Owners Contribution

At the time of the issuance of each zoning permit, the Owner shall make a one time contribution of One Hundred Twenty Dollars (\$120.00) per unit for each market rate residential dwelling unit, which shall be payable to the County for distribution by the County to

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October 6, 2004

the primary volunteer fire and rescue companies providing service to the Property. Such contribution shall be adjusted annually in accordance with changes to the CPI, beginning from a base year of 1988. Contributions pursuant to this paragraph shall be divided equally between the primary servicing fire and rescue companies providing fire and rescue services to the Property. At such time as the primary fire and/or rescue service to the Property is no longer provided by an incorporated volunteer fire and rescue company, the obligation to make these contributions at the time of issuance of zoning permits shall cease. In the event one service ceases to be provided by a volunteer company, the contribution will be halved and continue to be provided to the other volunteer company. The intent of these provisions is to support a volunteer fire and rescue system so long as it is a primary provider of fire and rescue services to the Property.

**B. Sprinkler Systems**

The Owner shall require all builders to provide, as an option to purchasers of single-family attached residences constructed on the Property, the opportunity to purchase and have installed residential sprinkler systems for each such residence. The Owner shall install adequate infrastructure to ensure adequate water flow and pressure for said sprinkler systems. This proffer shall not require the builders to install such sprinkler systems in residences on the Property unless the purchasers of such residences choose to exercise such option prior to the start of construction and to pay costs associated with such purchase and installation. Sprinkler systems shall be installed in all homes used for display purposes constructed on the Property.

**IX. EXISTING WELLS AND DRAINFIELDS**

Concurrently with the development of the Property the Owner shall abandon all existing wells and drainfields located on the Property, in accordance with County Health Department requirements.

October 8, 2004

X BINDING EFFECTS

The Owner warrants that it owns all interests in the Property; that it has full authority to bind the Property to these conditions; that no signature from any third party is necessary for these Proffers to be binding and enforceable in accordance with their terms; that the undersigned is fully authorized to sign these Proffers on behalf of the Owner; and that these Proffers are entered into voluntarily.

350 South Washington, L.L.C.

By: \_\_\_\_\_  
Name: David Gregory  
Title: Member

COMMONWEALTH OF VIRGINIA  
CITY/COUNTY OF \_\_\_\_\_, to-wit:

Before the undersigned, a Notary Public in and for the aforementioned jurisdiction, personally appeared David Gregory, as Member of 350 South Washington, L.L.C., who acknowledged that he executed the foregoing Proffers with the full power and authority to do so.

IN WITNESS WHEREOF, I have affixed my hand and seal this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

\_\_\_\_\_  
Notary Public

My Commission Expires: \_\_\_\_\_

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Loudoun County, Virginia

[www.loudoun.gov](http://www.loudoun.gov)

County Administration

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0200 • Fax (703) 777-0325

At a public hearing of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors' Meeting Room, 1 Harrison St., S.E., Leesburg, Virginia, on Tuesday, March 14, 2006 at 6:30 p.m.

PRESENT: Scott K. York, Chairman  
Bruce E. Tulloch, Vice Chairman  
James G. Burton  
James E. Clem  
Eugene A. Delgaudio  
Sally Kurtz  
Stephen J. Snow  
Mick Staton Jr.  
Lori L. Waters

IN RE: ZCPA 2005-0013, HUNTMOORE AT WAXPOOL

Mr. Snow moved that the Board of Supervisors suspend the rules.

Seconded by Mr. Staton.

Voting on the Motion: Supervisors Burton, Clem, Delgaudio, Kurtz, Snow, Staton, Tulloch, Waters and York - Yes; None - No.

Mr. Snow moved that the Board of Supervisors approve ZCPA 2005-0013, Huntmoore at Waxpool and based on the findings contained in the revised March 14, 2006 staff report and subject to the Proffer Statement dated March 10, 2006 and based on the findings contained in the March 14, 2006 staff report.

Seconded by Mr. Staton.

Voting on the Motion: Supervisors Burton, Clem, Delgaudio, Kurtz, Snow, Staton, Tulloch, Waters and York - Yes; None - No.

COPY TESTE:

*Denise Rupp*

DEPUTY CLERK FOR THE LOUDOUN  
COUNTY BOARD OF SUPERVISORS

i-zcpa 2005-0013 huntmoore at waxpool

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## PROFFER STATEMENT

### Huntmoore at Waxpool Property

ZCPA 2005-0013

March 10, 2006

Pursuant to Section 15.2-2303 of the Code of Virginia (1950), as amended, and Section 6-1209 of the Revised 1993 Loudoun County Zoning Ordinance, (the "Zoning Ordinance"), Edgemoore-Waxpool, L.L.C (owner of Loudoun County Tax Map 79-19 and 79-20B MCPI #119-30-6135 and 119-30-8632), (the above referenced owner shall hereafter be referred to as the "Applicant", and, collectively, the above referenced parcels shall hereafter be referred to as the "Subject Property"), hereby voluntarily proffers that, in the event the Loudoun County Board of Supervisors approved a Zoning Concept Plan Amendment (ZCPA), administered under the Zoning Ordinance, all as substantially set forth in the Rezoning Plat titled Huntmoore at Waxpool Rezoning Plat Amendment Application, Sheets 1 through 5, dated September 2005, revised through February 24, 2006 prepared by Christopher Consultants, Ltd. ("Rezoning Plat"), the development of the Subject Property shall be in substantial conformance with the conditions set forth below.

These proffer conditions are the only development conditions offered on this rezoning application, provided that these proffers shall only become effective upon final approval of the ZCPA 2005-0013, as modified, submitted by the Applicant.

#### I. PROPOSED LAND USE

##### 1. REZONING PLAT

The development of the Subject Property shall be in substantial conformity with the Rezoning Plat. The Rezoning Plat shall control the general development layout and lot configuration of the Subject Property. Development of the Subject Property shall allow up to a maximum of thirty-seven (37) single family attached dwelling units. The Applicant shall have flexibility in the final design of the subdivision and site plan review

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to accommodate final engineering as well as the recommendations of the geotechnical study to be submitted to the County per Proffer #21 below.

2. WATER AND SEWER

The Subject Property will be served by public water and sewer systems. The Applicant shall provide all water and sewer extensions and connections necessary for development of the Subject Property at no expense to the County or to the Loudoun County Sanitation Authority (the "LCSA"). Such water and sanitary sewer extensions shall be constructed in accordance with adopted LCSA standards.

II. CAPITAL FACILITIES

3. CAPITAL FACILITIES CONTRIBUTION

The Applicant shall pay to the County, at the time of issuance of each zoning permit, a one-time cash contribution in the amount of \$12,436 per dwelling unit. These contributions shall escalate on an annual basis beginning one year after zoning approval and be adjusted effective January 1<sup>st</sup> of each year thereafter, based on the Consumer Price Index ("CPI") as published by the Bureau of Labor Statistics, U.S. Department of Labor, for the Washington-Baltimore, MD-VA-DC-WV Consolidated Metropolitan Statistical Area with 2004 as the base year. These contributions shall be used for capital improvement projects, such as schools, parks and/or other County government capital improvement projects, in the Ashburn community in the suburban policy area of the County as described in the County's Revised General Plan.

III. FIRE AND RESCUE SERVICES

4. CONTRIBUTIONS

The Applicant shall pay a one-time contribution of \$125.00 per residential dwelling unit, at the time of the issuance of each zoning permit, to the County for distribution to the Fire and Rescue companies providing primary service to the Subject Property. This contribution shall be divided equally between the primary servicing Fire and Rescue companies. This contribution shall escalate on an annual basis beginning one year after initial zoning approval of ZMAP 2003-0003 and be adjusted effective January 1<sup>st</sup> of each

year thereafter, based on the CPI as published by the Bureau of Labor Statistics, U.S. Department of Labor, for the Washington-Baltimore, MD-VA-DC-WV Consolidated Metropolitan Statistical Area with 1988 as the base year for these calculations.

5. EMERGENCY VEHICLE ACCESS

The Applicant shall provide all-weather, gravel compacted access for emergency vehicles, acceptable to the Fire Marshal, to all portions of the Subject Property under construction, no later than the framing stage of construction of the first section on the Subject Property.

6. SPRINKLER SYSTEMS

The Applicant shall require all on-site builders to provide, as an option to purchasers of single-family attached and detached units on the Subject Property, the opportunity to purchase and have installed residential fire protection sprinkler systems for each residence. This proffer shall not require a builder to install such systems in residences on the Subject Property unless the purchasers of any such residence choose to exercise this option prior to the start of construction of each residence.

IV. TRANSPORTATION

7. INTERNAL ROAD NETWORK

The Applicant shall construct all private (townhouse) roadways on the Subject Property in accordance with the County of Loudoun's Land Subdivision and Development Ordinance ("LSDO") and Facilities Standards Manual ("FSM"), as may be applicable, to provide access to the Subject Property as it is developed. All public roads built on the Subject Property will be designed and constructed in accordance with Virginia Department of Transportation ("VDOT") and County standards. All public road rights-of-way within the Subject Property will be dedicated to the County and provided at no cost to the County or VDOT. Dedication of land shall include associated easements outside the right-of-way, such as slope maintenance and storm drainage, necessary to construct public roads and streets within the Subject Property.

8. REGIONAL ROAD RIGHT-OF-WAY DEDICATION

The Applicant shall dedicate as right-of-way, for widening on Waxpool Road (Route 625), those portions of the Subject Property shown on the Rezoning Plat "as R.O.W. Dedication" subject to final review and approval by the County and VDOT. In addition to providing for the above referenced right-of-way dedication, the Applicant will grant all necessary easements relating to road construction for utilities, drainage, grading, slope maintenance and storm drainage. Such dedication will be provided prior to approval of the first record plat or first site plan, whichever is first in time.

9. CASH CONTRIBUTIONS FOR REGIONAL ROAD IMPROVEMENTS

The Applicant shall provide to the County, at the time of issuance of the Zoning Permit for each residential dwelling unit, a one-time cash contribution in the amount of \$3,000 per residential unit to be used at the County's discretion for regional road improvements as defined by the Revised General Plan. This contribution shall escalate beginning one year after initial zoning approval of ZMAP 2003-0003 and be adjusted effective January 1<sup>st</sup> of each year thereafter, based on the CPI as published by the Bureau of Labor Statistics, U.S. Department of Labor, for the Washington-Baltimore, MD-VA-DC-WV Consolidated Metropolitan Statistical Area with 2004 as the base year.

10. TRANSIT SERVICE CONTRIBUTION

The Applicant shall provide to the County Board of Supervisors a one-time contribution of \$500.00 per residential dwelling unit. Such contribution shall be used for transit improvements and transit enhancements as defined by the Revised General Plan and/or regional roads, at the discretion of the County. This contribution shall be paid at the time of issuance of each residential zoning permit and shall be adjusted based on the CPI beginning one year from the initial approval date of rezoning application ZMAP 2003-0003.

**11. WAXPOOL ROAD IMPROVEMENTS AND PEDESTRIAN TRAIL**

- a. The Applicant shall construct an 8-foot wide trail on the Subject Property frontage along Waxpool Road (Route 625) within the proposed right-of-way dedication as depicted on Sheets 4 and 5 of the Rezoning Plat. This trail shall conform to VDOT adopted standards in order to obtain VDOT acceptance and maintenance. The improvements shall be constructed prior to the issuance of the first zoning permit and bonded for construction prior to approval of the first record plat or first site plan, whichever is first in time, for development on the Subject Property.
- b. Unless constructed as proffered by others, the Applicant shall construct a half section of the planned improvements to Waxpool Road along the Subject Property's frontage (no turn lanes are warranted). The improvements shall be constructed or bonded for construction prior to approval of the first record plat or first site plan, whichever is first in time, for development on the Subject Property.
- c. Prior to the issuance of the 1<sup>st</sup> zoning permit, the Applicant shall contribute to Loudoun County the sum of \$10,000 towards a traffic light installation or study within a one mile radius of the subject property or for regional road improvements as defined by the Revised General Plan. The contribution shall escalate on an annual basis beginning one year after initial zoning approval of ZMAP 2003-0003 and be adjusted effective January 1<sup>st</sup> of each year thereafter, based on the CPI as published by the Bureau of Labor Statistics, U.S. Department of Labor, for the Washington-Baltimore, MD-VA-DC-WV Consolidated Metropolitan Statistical Area with 2004 as the base year.

**12. INTERNAL SIDEWALKS**

The Applicant will build the pedestrian sidewalks as shown on the Rezoning Plat in conjunction with construction of the on-site roads.

**13. ROUTE 772/RYAN ROAD PEDESTRIAN TRAIL**

- a. Prior to the issuance of the 1<sup>st</sup> zoning permit, the Applicant shall construct or bond for construction an 8 foot wide trail in accordance with VDOT standards in order to obtain VDOT acceptance and maintenance on the Subject Property frontage along Route 772

(Ryan Road) and Waxpool Road within the proposed right-of-way dedication (25 feet from existing centerline) as depicted on Sheets 4 and 5 of the Rezoning Plat.

b. At the time of recordation of the record plat for the entire Property, the Applicant shall dedicate necessary right-of-way along the Subject Property's Route 772 frontage measured 25 feet from centerline as shown on the Rezoning Plat. The Applicant shall also dedicate necessary easements outside of the right of way necessary for road construction and maintenance.

c. The Applicant shall construct the realigned intersection of Route 772 and Route 625 as shown on the Rezoning Plat after the cul-de-sac on Route 641 is constructed by others.

In the event the cul-de-sac has not been built prior to the issuance of the 30<sup>th</sup> zoning permit on the Subject Property, the Applicant may provide a cash equivalent contribution, as determined by the then current Loudoun County bonding criteria.

#### V. OPEN SPACE

##### 14. ACTIVE RECREATION/COMMUNITY AMENITIES

a. The Applicant shall construct a gazebo, tot lot and picnic area in the active recreation area as shown on the Zoning Plat. The gazebo shall be completed prior to the issuance of the 20<sup>th</sup> zoning permit on the Subject Property.

#### VI. HOMEOWNERS' ASSOCIATION

##### 15. HOMEOWNERS' ASSOCIATION

Documents to establish the Huntmoore Homeowners Association (Huntmoore HOA) will be submitted to the County for review and approval as to form and consistency with these proffers prior to the approval of the first record plat of subdivision for the Subject Property. The Huntmoore HOA will be established prior to approval of the first record plat of subdivision for the Subject Property. The HOA shall have among its duties, maintenance of all trails, open space, private streets, low impact design facilities, and parking areas, including snow removal, trash removal, private storm drainage, and stormwater management facilities, and common areas, which include the open space,

trails, greens, recreation, and play areas on the Subject Property. The garage restriction proffered in paragraph 16 shall be included in HOA documents.

16. GARAGE RESTRICTION

The Applicant will, prepare and record a covenant within the HOA documents that limits the primary use of garages to the storage of vehicles.

VII. ENVIRONMENT

17. LOW IMPACT DESIGN MEASURES

The Applicant will implement Low Impact Design ("LID") measures in the development of the Subject Property, if approved by the County. A wooden foot bridge crossing the LID as shown on the Rezoning Plat shall be installed by the Applicant upon completion of the LID measures.

18. STORM DRAIN MARKINGS

Prior to final bond release, the Applicant shall mark all storm drainage inlet structures on the Subject Property with "DO NOT DUMP OIL" or other such appropriate admonition as directed by the County. The HOA documents shall include provisions requiring the HOA to maintain the legibility of such markings.

19. NOISE IMPACT

a. In order to reduce interior noise to a level of approximately 45 dBA Ldn, units within the noise impact zone from Waxpool Road (150 feet from center line of Waxpool Road), the Applicant shall employ the following acoustical treatment measures:

- Units within the noise impact area shall be indicated on the subdivision plan. Exterior walls shall have a laboratory Sound Transmission Class (STC) rating of at least 39. Doors and glazing shall have a laboratory STC rating of at least 28 unless glazing constitutes more than 20% of any exposed facade exposed to noise levels of 45 dBA Ldn or above. If glazing constitutes more than 20% of any exposed facade, then the glazing shall have a laboratory STC rating of at least 39.



- All surfaces shall be sealed and caulked in accordance with the methods approved by the American Society of Testing and Materials (ASTM) to minimize sound transmission.
- As an alternative, a refined acoustical analysis may be performed prior to record plat approval, to verify or amend the noise levels and impact areas set forth above and/or to determine which units may have sufficient shielding from topography or structures to permit a reduction in the mitigation measures prescribed above; or to determine minimum STC ratings for exterior walls, windows, and doors.

**20. BEST MANAGEMENT PRACTICES**

In developing the Subject Property the Applicant shall use Best Management Practices as published in the latest edition of the Virginia Stormwater Management Handbook and the Facilities Standards Manual ("FSM") as may be currently in effect on the date of submission of any preliminary subdivision plans.

**VIII. GEOTECHNICAL STUDY**

**21. GEOTECHNICAL STUDY**

The Applicant shall submit a geotechnical study for the Subject Property to the County for review and approval prior to the approval of the first site plan or record plat whichever is first in time. The Applicant will incorporate the geotechnical study recommendations in all plans submitted to the County.

**IX. BINDING EFFECT:**

22. The undersigned hereby warrants that all of the owners of a legal interest in the Subject Property have signed this Proffer Statement, that they have full authority to bind the Subject Property to these conditions, and that this Proffer Statement is entered into voluntarily.

[SIGNATURES BEGIN ON NEXT PAGE]

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Waxpool Proffers

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Edgemore-Waxpool, L.L.C.  
A Virginia Limited Liability company

By: 

By: Five Pillars, Inc., Managing Member

By: Al-Husain Y. Al-Hussain  
Title: President

Date: 3/10/06

STATE OF VIRGINIA

COUNTY OF FAIRFAX, to-wit:

I, the undersigned notary public, in and for the state and city/county aforesaid, do hereby certify that Al-Husain Y. Al-Hussain, whose name is signed to the foregoing instrument, has acknowledged the same before me on behalf of the LLC.

Subscribed and sworn to before me this 10<sup>th</sup> day of March 2006.

My Commission Expires:

12-31-2007

  
Abdulali A. Alshami  
Notary Public

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Table I  
Fairfield at Ryan's Corner  
Intersection Level of Service

Intersection	Intersection Control	Critical Movement	2008		2015			
			Existing		Background		Total Future	
			AM	PM	AM	PM	AM	PM
1. Shellhorn Road (Route 643)/ Ashburn Village Blvd (Route 772) Four-way Stop controlled intersection (Existing)	All-Way Stop	EBLT	C [22.8]	C [25.4]	N/A	N/A	N/A	N/A
		EBR	B [12.8]	B [11.1]				
		WBLT	F [60.0]	D [34.8]				
		WBR	A [9.0]	A [9.2]				
		NBLT	B [14.8]	C [25.5]				
		NBR	B [11.4]	B [14.0]				
		SBLT	C [23.4]	B [14.3]				
		SBR	B [14.2]	B [11.0]				
	Signal	EBL	N/A	N/A	F (87.1)	F (251.6)	E (71.3)	F (249.7)
		EBT			F (194.7)	D (53.6)	F (214.1)	D (51.7)
		EBR			A (0.7)	A (0.5)	A (0.7)	A (0.5)
		WBL			F (261.6)	F (84.3)	F (279.5)	F (84.3)
		WBT			B (19.2)	F (142.1)	C (20.5)	F (158.3)
		WBR			A (0.0)	A (0.0)	A (0.0)	A (0.0)
		NBL			F (225.6)	F (193.7)	F (272.0)	F (212.7)
		NBT			E (59.9)	D (39.5)	D (50.0)	D (40.4)
		NBR			A (0.3)	A (2.7)	A (0.3)	A (2.7)
		SBL			F (104.4)	E (79.3)	F (85.0)	E (79.3)
		SBT			F (128.7)	E (67.9)	F (101.0)	E (68.3)
		SBR			<u>E (66.7)</u>	<u>A (0.1)</u>	<u>D (54.7)</u>	<u>D (54.5)</u>
		Overall			F (135.6)	F (94.8)	F (142.8)	F (104.0)
2. Ashburn Village Blvd (Route 772)/ Dulles Greenway Westbound on/off Ramps	Stop Sign	EBL	A [8.6]	A [8.4]	N/A	N/A	N/A	N/A
		NBL	C [18.1]	C [23.8]				
		NBR	B [10.3]	A [9.3]				
	Signal	EBL	N/A	N/A	E (76.1)	F (408.1)	E (65.7)	F (380.1)
		EBT			E (56.5)	B (14.3)	E (56.8)	B (13.8)
		WBT			D (54.7)	F (224.5)	D (36.0)	F (260.3)
		WBR			A (0.5)	F (267.0)	A (0.6)	F (269.5)
		NBL			F (97.3)	F (271.5)	F (97.3)	F (288.8)
		NBT			A (0.0)	D (40.4)	A (0.0)	D (41.1)
		NBR			<u>A (0.8)</u>	<u>A (1.0)</u>	<u>A (0.8)</u>	<u>A (1.2)</u>
		Overall			D (52.4)	F (225.6)	D (50.0)	F (224.3)
	Stop Sign	EBLT	A [8.0]	A [9.1]	A [8.3]	B [10.3]	N/A	N/A
		SBL	C [21.1]	C [22.8]	F [68.0]	F [64.6]		
		SBR	B [10.1]	B [14.5]	B [10.8]	C [22.4]		
	Proffered Background Improvement: Add EB Thru-Lane	EBLT	N/A	N/A	A [4.1]	A [5.8]	N/A	N/A
		WBTR			A [0.0]	A [0.0]		
		SBL			E [35.1]	F [52.0]		
		SBR			B [11.3]	D [28.6]		
	Non Proffered Background Improvement: Add WB Thru-Lane and Install Signal	EBLTR	N/A	N/A	A (5.9)	A (5.1)	N/A	N/A
		WBLTR			A (4.1)	A (5.3)		
		SBL			B (10.3)	A (8.9)		
		SBR			<u>A (9.7)</u>	<u>A (9.0)</u>		
		Overall			A (6.1)	A (5.8)		
	Site Improvement: Add NB Driveway Add EB and WB Thru-lanes and install Signal	EBLTR	N/A	N/A	N/A	N/A	B (18.8)	B (14.8)
		WBLTR					B (11.6)	B (15.6)
		NBLTR					C (29.2)	B (17.6)
		SBL					C (22.1)	B (16.1)
		SBR					<u>C (20.5)</u>	<u>B (15.9)</u>
		Overall					B (18.9)	B (15.5)

Table I Continued  
Fairfield at Ryan's Corner  
Intersection Level of Service

Intersection	Intersection Control	Critical Movement	2008		2015			
			Existing		Background		Total Future	
			AM	PM	AM	PM	AM	PM
4. Waxpool Road (Route 625)/ Old Shellhorn Road/Ryans Corner Place <i>Four-way Stop controlled intersection (Existing)</i>	Stop Sign	EBLTR WBLTR NBLTR SBLTR	D [26.6] B [13.6] B [10.4] B [15.0]	B [12.9] F [72.7] A [9.7] B [11.9]	N/A		N/A	
Proffered Background Improvement: SB Old Shellhorn Road becomes cul-de-sac. Add EB and WB Thru-Lanes	Stop Sign	EBTR WBLT NBLR	N/A		A [0.0] A [0.3] B [12.3]	A [0.0] A [0.3] B [11.4]	N/A	
Site Improvement: Intersection Removed			N/A		N/A		Intersection No Longer Exists	
5. Shellhorn Road (Route 643)/ Waxpool Road (Route 625)	Stop Sign	WBL NBL NBR	A [9.6] C [15.8] B [10.4]	A [8.3] F [95.2] A [9.9]	B [12.4] E [41.9] B [11.6]	A [9.2] F [472.8] B [11.1]	N/A	
Proffered Background Improvement: Add EB and WB Thru-Lanes with separate turn lanes	Stop Sign	WBL NBL NBR	N/A		B [12.4] E [42.4] A [10.0]	A [9.2] F [331.7] A [10.0]	N/A	
Non Proffered Background Improvement:	Signal	EBT EBR WBL WBT NBL NBR Overall	N/A		A (5.5) A (6.2) A (5.8) A (4.9) A (8.7) <del>A (7.5)</del> A (6.2)	A (9.2) A (8.9) A (9.4) A (9.4) B (10.3) <del>A (5.2)</del> A (9.3)	N/A	
Site Improvement: Waxpool Road expanded to 4-Lanes with separate turn lanes	Signal	EBT EBR WBL WBT NBL NBR Overall	N/A		N/A		A (5.3) A (6.1) A (5.6) A (4.7) A (9.7) <del>A (8.4)</del> A (6.2)	A (9.4) A (9.1) A (10.0) A (9.6) B (10.5) <del>A (5.3)</del> A (9.5)
6. Waxpool Road (Route 625)/ London Drive	Stop Sign	WBL NBL NBR	A [7.7] B [11.6] B [11.3]	A [8.4] E [35.5] A [10.0]	A [8.3] B [15.2] C [15.1]	A [8.5] D [34.8] B [11.6]	A [8.3] C [15.7] C [16.4]	A [8.3] D [26.5] B [11.9]
7. Shellhorn Road (Route 643)/Ryan Park Terrace/ Fairfield at Ryan's Corner Driveway	Stop Sign	EBLTR WBLTR NBL SBTR SBL	N/A		N/A		C [20.2] C [22.5] A [9.7] A [0.0] A [7.6]	B [13.9] D [26.4] A [8.5] A [0.3] A [0.3]
8. North Site Entrance/ Shellhorn Road	Stop Sign	EBLR NBTL SBTR	N/A		B [14.5] A [1.3] A [0.0]	B [11.2] A [1.4] A [0.0]	N/A	
9. Huntmoore Driveway/ Waxpool Road	Stop Sign	EBTR WBTL NBLR	N/A		A [0.0] A [0.1] B [15.0]	A [0.0] A [0.3] B [13.2]	N/A	

Notes:

Numbers in parentheses () represent delay at signalized intersections in seconds per vehicle.

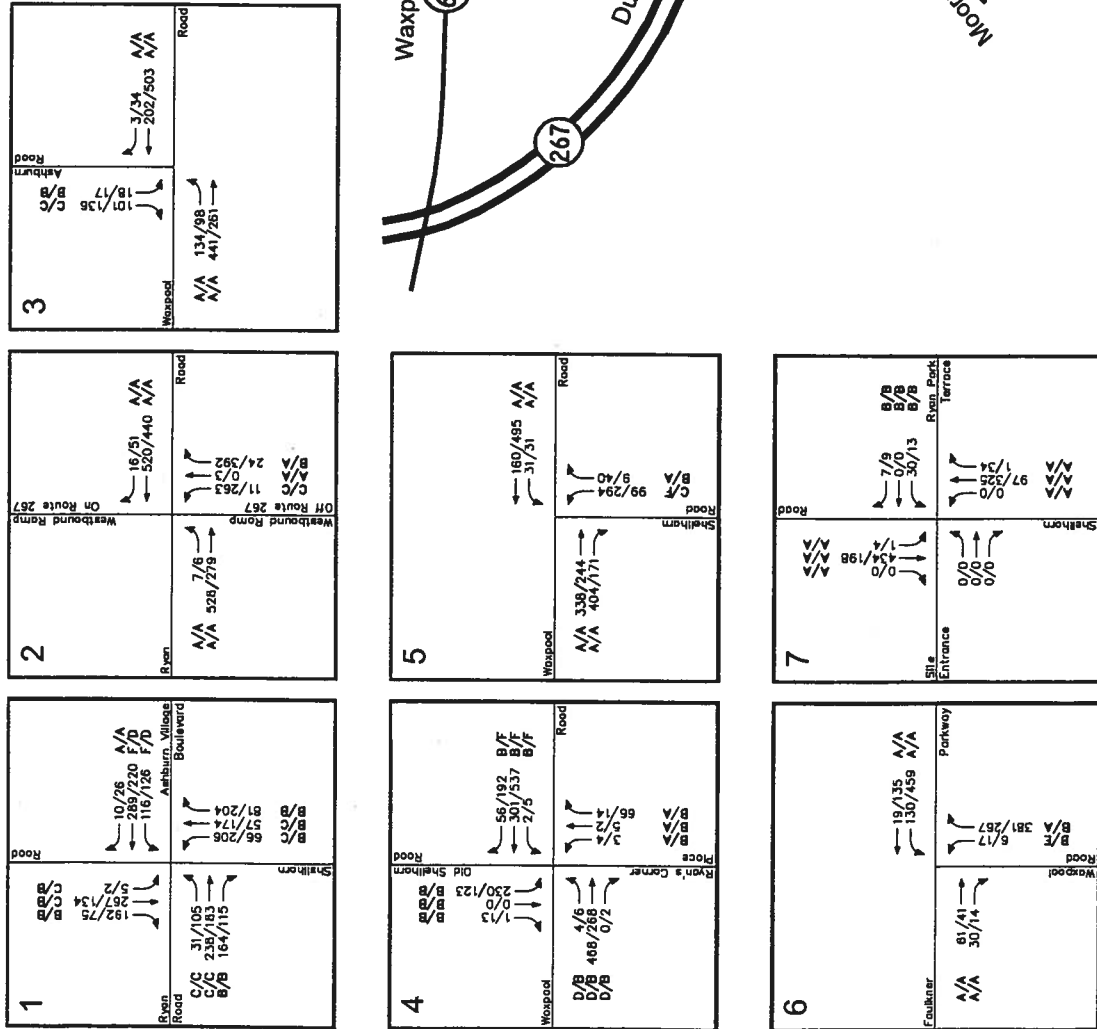
Numbers in square brackets [] represent delay at unsignalized intersections in seconds per vehicle.

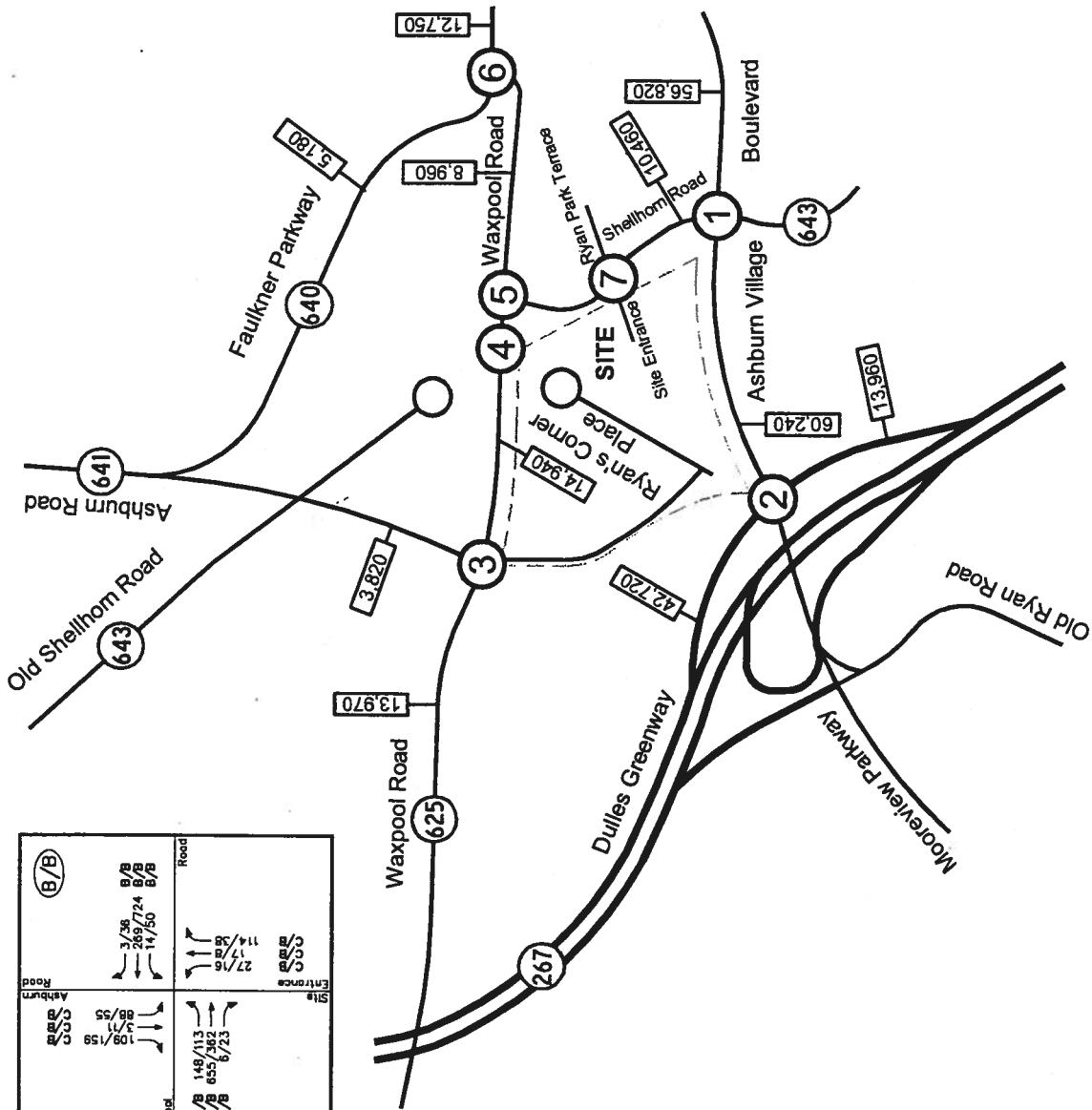
Figure 4  
Existing Peak Hour Traffic Volumes



AM PEAK HOUR  
PM PEAK HOUR

A/A Approach LOS  
A/A Overall Intersection LOS





<p>3</p> <p>Waxpool</p> <p>Site Entrance</p> <p>108/158 88/55 3/36 269/724 14/50</p> <p>148/113 655/362 6/23</p> <p>114/200 99/80 0/55</p>	<p>Road</p> <p>8/8 8/8 8/8</p>
--	--

<p>2</p> <p>Ryan</p> <p>Westbound Ramp</p> <p>On Route 267</p> <p>479/2074 A/F 1486/1479 D/F</p>	<p>Road</p> <p>561/2195 2782/1707</p> <p>590/632 601/764</p>
--	--

<p>1</p> <p>Ryan</p> <p>Road</p> <p>73/272 2688/1417 A/A</p> <p>371/165 516/254 1/2</p>	<p>Ashburn Village Boulevard</p> <p>11/28 1267/2686 B/F 958/514 F/F</p>
---	---

<p>5</p> <p>Waxpool</p> <p>Site Entrance</p> <p>455/311 644/286</p> <p>169/538 59/129</p>	<p>Road</p> <p>121/358 110/98</p>
---	---------------------------------------

<p>4</p> <p>INTERSECTION REMOVED</p>
--------------------------------------

<p>7</p> <p>Site Entrance</p> <p>38/18 0/0 119/191</p> <p>1/3/346 7/3/24</p>	<p>Ryan Park Terrace</p> <p>8/10 0/0 32/14</p>
--	--

<p>6</p> <p>Faulkner</p> <p>Road</p> <p>228/130 4/15</p>	<p>Mooreview Parkway</p> <p>78/337 186/387 A/A</p>
--	--

North

PM PEAK HOUR

AM PEAK HOUR

000/000

Approach LOS

Overall Intersection LOS

ADT



Figure 12  
Total Future Peak Hour Traffic Forecasts

A-194



# COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.  
COMMISSIONER

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

December 23, 2008



Ms. Nicole Steele  
County of Loudoun  
Department of Planning  
1 Harrison Street, S.E.  
P.O. Box 7000  
Leesburg, Virginia 20177-7000

Re: Fairfield at Ryans Corner  
(2nd Submission)  
Loudoun County Application Number ZMAP 2008-0007

Dear Ms. Steele:

We have reviewed the above noted application and associated Traffic Impact Study (TIS) as requested in your referral dated December 1, 2008. We offer the following comments:

1. Please see the attached memorandum dated 12/16/2008 from Mr. Arsalan (Alex) Faghri of VDOT's Traffic Engineering Section. The Traffic Impact Analysis (TIA) has been stamped "Review Completed".

Our previous comments dated August 22, 2008 have been addressed; therefore, we have no objection to the approval of this application.

If you have any questions, please call me at (703) 383-2061.

Sincerely,

John Bassett, P.E.  
Transportation Engineer

Attachment

Cc: Imad Salous, P. E.

ATTACHMENT 1;

A-155

# Traffic Engineering



## Memorandum

**To:** John Bassett, P.E.

**From:** Arsalan (Alex) Faghri

**CC:** Jim R. Turner, P.E.

**Date:** 12/16/2008

**Re:** RUID 10548 – Fairfield Ryan's Corner – Shellhorn Rd (Rt. 643) and Ashburn Village Blvd (Rt. 722).doc

---

We have reviewed second submission Traffic Impact Analysis (TIA) associated with the subject site. The TIA is in support of a Zoning Map Amendment Plan (ZMAP) and Special Exception (SPEX) application to permit the development of a proposed 540 multi-family apartments. The site is currently approved for 197 residential units.

The site is located at the northwest corner of Shellhorn Road (Rt. 643) and Ashburn Village Blvd. (Rt. 722), between the Dulles Greenway (Rt. 267) and Waxpool Road (Rt. 625). Access to the site would be from Shellhorn Road north of Ashburn Village Blvd. and would constitute the fourth leg of the intersection of Shellhorn Road and Ryan Park Terrace. A second access would be provided from the continuation of Ashburn Road south of Waxpool Road. The proposed build out year is 2015.

The TIA has correctly identified roadway improvements required to mitigate traffic associated with the impact of the proposed 540 apartments. The proposed proffer commitments meet these requirements.

We have stamped the study as **Review Complete**. We are retaining the one copy you provided for our records. Please call if you have any questions.

RECEIVED

DEC 17 2008





# COMMONWEALTH of VIRGINIA



DAVID S. EKERN, P.E.  
COMMISSIONER

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

December 23, 2008

Ms. Nicole Steele  
County of Loudoun  
Department of Planning  
1 Harrison Street, S.E.  
P.O. Box 7000  
Leesburg, Virginia 20177-7000

Re: Fairfield at Ryans Corner  
Loudoun County Application Number ZMAP 2008-0007

Dear Ms. Steele:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, the above rezoning application and related supplemental traffic analysis were received by the Virginia Department of Transportation (VDOT) for review on December 4, 2008.

We have evaluated the rezoning application and related supplemental traffic analysis and prepared final comments on the results of our evaluation. The comments present our key findings as well as detailed comments on the future transportation improvements which will be needed to support the current and planned development in the study area.

Our comments are attached to assist the Loudoun County Department of Planning in their decision making process regarding the rezoning application.

Please arrange to have these final comments included in the official public records, and to have both this letter and the VDOT comments placed in the official file for this rezoning application. VDOT will make these documents available to the public through various means, and may post them to the VDOT website.

If you have any questions, please call me at (703) 383-2061.

Sincerely,

A handwritten signature in black ink, appearing to read 'JB' with a stylized flourish extending to the right.

John Bassett, P.E.  
Transportation Engineer

Cc: Imad Salous, P. E.

A-158



# COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.  
COMMISSIONER

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

August 22, 2008



Ms. Nicole Steele  
County of Loudoun  
Department of Planning  
1 Harrison Street, S.E.  
P.O. Box 7000  
Leesburg, Virginia 20177-7000

Re: Fairfield at Ryans Corner  
(1<sup>st</sup> Submission)  
Loudoun County Application Number ZMAP 2008-0007

Dear Ms. Steele:

We have reviewed the above noted application and associated Traffic Impact Study (TIS) as requested in your referral dated July 2, 2008. We offer the following comments:

1. Please see the attached memorandum dated 07/13/2008 and follow-up e-mail dated July 21, 2008 both from Mr. Arsalan (Alex) Faghri of VDOT's Traffic Engineering Section.
2. Dedicate at least one-half of the ultimate right of way and construct full four-lane undivided (U4) typical section of Waxpool Road, Route 625 per the Loudoun *Countywide Transportation Plan (CTP)*, from Ashburn Road, Route 641 to Shellhorn Road, Route 643 plus additional right of way for turn lanes at Route 641 and at Route 643.
3. Related to comment # 3: Design of the Route 625, Waxpool Road improvements should also include any modifications needed to the turn lanes just west of the Route 625/641 intersection.

4. Construct standard, exclusive right turn lane at site entrance on Shellhorn Road.
5. Provide an adequate exclusive left turn lane at site entrance on Shellhorn Road. This may require some modification of the existing short left turn lane.
6. Dedicate ultimate right of way and construct or provide equivalent monetary contribution to provide one-half of the ultimate U6M typical section per CTP of Ashburn Village Boulevard along site frontage, i.e. third lane through.
7. Design and install traffic signal at Shellhorn Road/Waxpool Road intersection if warranted and approved by VDOT.
8. Design and install traffic signal at Ashburn Road/Site Entrance/Waxpool Road intersection if warranted and approved by VDOT.
9. Design and install traffic signal (or provide equivalent monetary contribution if being provided by others) at Ashburn Village Boulevard/Shellhorn Road intersection if warranted and approved by VDOT.
10. Applicant should provide pro-rata monetary contribution for regional roadway improvements.
11. Applicant should provide pro-rata monetary contribution towards transit.
12. Abandonment and disposition of Ryan Corner Place (Old Route 772) right of way will need to comply with the processes described in the Code of Virginia.

If you have any questions, please call me at (703) 383-2061.

Sincerely,



John Bassett, P.E.  
Transportation Engineer

Attachments

Cc: Imad Salous, P. E.

A-160

## Memorandum

**To:** John Bassett, P.E.

**From:** Arsalan (Alex) Faghri

**CC:** Kamal S. Suliman;

**Date:** 07/13/2008

**Re:** RUID 9852 – Fairfield Ryan's Corner – Shellhorn Rd (Rt 643) and Ashburn Village Blvd (Rt 722)

---

We have reviewed first submission Traffic Impact Analysis (TIA) associated with the subject project.

We offer the following comments:

1. TIA format should follow exactly the format shown on Page 14, and 15 in the appendix of Traffic Impact Analysis Regulations - Administrative Guidelines.
2. Page 1 Executive Summary Second Line. The site is located west of Shellhorn road not east.
3. Figure 3 Existing Lane use – Lane configuration for intersections 1 and 2 are wrong. Synchro also shows wrong lane use for these intersections. Please fix all analysis throughout the report.
4. Figure 4 Existing Peak Hour Volumes – the data shown for intersections 3, 4, 5, and 7 does not match the raw data in the appendix. Please clarify.
5. Page 11 – Analysis of Existing Conditions – modify notes 1 and 2 given comment 3 above.
6. Page 11 – Analysis of Existing Conditions – Note 4 – the eastbound thru operates at LOS F not the westbound approach. Please make sure the directions are described correctly.
7. Use figures to show the LOS results.
8. Table 1 – First row – the LOS indicated for this intersection doesn't match Synchro results.
9. Use actual PHF in the analysis of existing conditions.
10. The 26 background developments are excessive. Some of these developments are either located too far from the study area or the timeframe for their completion does not match the project's timeframe. The list must be

screened to reasonably determine those developments that affect the study area.

We have stamped the study as Correct and resubmit. We are retaining the one copy you provided for our records. Please call if you have any questions.

**Bassett, John**

**From:** Faghri, Arsalan  
**Sent:** Monday, July 21, 2008 2:14 PM  
**To:** Bassett, John  
**Subject:** RE: Re: RUID 9852 – Fairfield Ryan's Corner – Shellhorn Rd (Rt 643) and Ashburn Village Blvd (Rt 722)

John,

If it's not too late I would like to add the comment below to the set of comments that I sent you on 07/17. Thanks.

10. The 26 background developments are excessive. Some of these developments are either located too far from the study area or the timeframe for their completion does not match the project's timeframe. The list must be screened to reasonably determine those developments that affect the study area.

---

**From:** Faghri, Arsalan  
**Sent:** Thursday, July 17, 2008 4:00 PM  
**To:** Bassett, John  
**Cc:** Turner, Jim R.; VanPoole, Thomas B., P.E.  
**Subject:** Re: RUID 9852 – Fairfield Ryan's Corner – Shellhorn Rd (Rt 643) and Ashburn Village Blvd (Rt 722)

John,

Attached please find our comments associated with the TIA for the subject project.

If you have nay question please feel free to contact me.

Thanks.

Alex

<< File: RUID 9852 – Fairfield Ryan's Corner – Shellhorn Rd (Rt 643) and Ashburn Village Blvd (Rt 722).doc >>

ARSALAN (ALEX) FAGHRI  
TRAFFIC ENGINEERING  
703 – 383 - 2054

**VDOT** Virginia Department  
of Transportation  
Northern Virginia District

A-163

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# COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.  
COMMISSIONER

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

August 22, 2008



Ms. Nicole Steele  
County of Loudoun  
Department of Planning  
1 Harrison Street, S.E.  
P.O. Box 7000  
Leesburg, Virginia 20177-7000

Re: Fairfield at Ryans Corner  
Loudoun County Application Number ZMAP 2008-0007

Dear Ms. Steele:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, the above rezoning application and related supplemental traffic analysis were received by the Virginia Department of Transportation (VDOT) for review on July 8, 2008.

We have evaluated the rezoning application and related supplemental traffic analysis and prepared final comments on the results of our evaluation. The comments present our key findings as well as detailed comments on the future transportation improvements which will be needed to support the current and planned development in the study area.

Our comments are attached to assist the Loudoun County Department of Planning in their decision making process regarding the rezoning application.

Please arrange to have these final comments included in the official public records, and to have both this letter and the VDOT comments placed in the official file for this rezoning application. VDOT will make these documents available to the public through various means, and may post them to the VDOT website.

A165

If you have any questions, please call me at (703) 383-2061.

Sincerely,

A handwritten signature in black ink, appearing to read 'JB' with a long horizontal flourish extending to the right.

John Bassett, P.E.  
Transportation Engineer

Cc: Imad Salous, P. E.

A166



# Loudoun County Public Schools

Department of Planning and Legislative Services

## Project Assessment

**Project Name: ZMAP 2008-0007/Fairfield at Ryans Corner**

2008 Virginia-County of Loudoun School Census Student Generation Factors		Housing Units	Elementary School Student Generation	Middle School Student Generation	High School Student Generation	Student Generation Total
Single Family Detached (SFD)	0.87	0	0	0	0	0
Single Family Attached (SFA)	0.51	0	0	0	0	0
Multifamily (MF)	0.26	540	72	31	38	141
<b>Total Students</b>		<b>540</b>	<b>72</b>	<b>31</b>	<b>38</b>	<b>141</b>

Capital Costs	Elementary School Cost (FY 2010 CIP)	Middle School Cost (FY 2010 CIP)	High School Cost (FY 2010 CIP)	Total Capital Expenditure
School Cost	\$27,560,000	\$50,130,000	\$99,110,000	
Capacity	875	1,350	1,800	
Per Pupil Cost	\$31,497	\$37,133	\$55,061	
<b>Project's Capital Costs</b>	<b>\$2,267,794</b>	<b>\$1,151,133</b>	<b>\$2,092,322</b>	<b>\$5,511,249</b>

Annual Operational Costs	FY 2009 Estimated Per Pupil Cost	Student Generation Total	Annual Operational Costs
	\$12,780	141	\$1,802,036

School Facility Information	Elementary School (Grades K-5)	Middle School (Grades 6-8)	High School (Grades 9-12)
2008-09 School Attendance Zone	Steuart W. Weller	Stone Hill	Broad Run
September 30, 2008 Student Enrollment	646	731	1487
2008-09 Building Program Capacity	832	1301	1654*

\* Trailers are being used to provide temporary increases in building program capacity.

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## LOUDOUN COUNTY PUBLIC SCHOOLS PLANNING AND LEGISLATIVE SERVICES

21000 Education Court  
Ashburn, Virginia 20148  
Telephone: 571-252-1050  
Facsimile: 571-252-1101

July 10, 2008

Ms. Nicole Steele  
County of Loudoun  
Department of Planning  
1 Harrison Street, SE (MS# 62)  
Leesburg, Virginia 20175



Re: ZMAP 2008-0007/Fairfield at Ryans Corner

Dear Ms. Steele:

School Board staff has reviewed the zoning map amendment for Fairfield at Ryans Corner. Based on the 2005 Virginia-County of Loudoun School Census, the proposed 596 multifamily units will generate a total of 167 school-age children: 85 elementary school-age children (grades K-5), 37 middle school-age children (grades 6-8), and 45 high school-age children (grades 9-12).

New students generate substantial operational and capital expenses. The escalating costs are evident in the County's operational and capital budgets. The ***School Board Adopted FY2009 Through FY2014 Capital Improvement Program*** and the ***School Board Adopted FY2009 Operating Budgets*** underscore the financial effects that student growth has on Loudoun County. Approval of the Fairfield at Ryans Corner application will generate the following operating and capital expenses (see attached chart).

- Capital costs for the development's elementary school students will be \$2,595,171;
- capital costs for the development's middle school students will be \$1,361,052;
- capital costs for the development's high school students will be \$2,488,250; and
- the annual operating costs for the 167 students projected with this application are estimated at \$2,129,417.

The total estimated capital costs of \$6,444,473 and the yearly operating costs estimated at \$2,129,417 will be needed to fund the educational services for Fairfield at Ryans Corner alone. The School Board is cognizant that these projected costs do not reflect anticipated revenues from real estate taxes, personal property taxes, and sales taxes. Nevertheless, the financial costs of all residential rezonings are not only significant, but also generate ongoing expenses that will continue to increase with the passage of time.

A review of all currently approved development suggests that Loudoun County Public Schools can anticipate the addition of more than 22,000 additional students over the next six years. These calculations do not embody children who are currently being served by Loudoun County Public Schools, nor do they include future potential students from by-right developments. The current Capital Improvement Program has utilized all proffered school sites. Projected enrollment growth will surpass all potentially available future capacity that is embodied in existing proffers. The greater Ashburn area

Ms. Nicole Steele  
ZMAP 2008-0007/Fairfield at Ryans Corner  
July 10, 2008  
Page Two

is presently and will continue to experience significant student enrollment growth. Children from currently approved developments will more than fill the area schools. Additional development from new rezonings and by-right developments will place the schools in further jeopardy from a capacity perspective.

As the capital facility proffer calculations indicate that public schools account for approximately 80 percent of estimated capital costs, the School Board has formally requested of the Board of Supervisors that 80 percent of proposed capital contributions for each rezoning application be designated for public schools. This designation should be noted within the Capital Facilities Contribution proffer statement (or other appropriate documentation) for Fairfield at Ryans Corner.

In addition to the subdivision's capital costs which must be borne by taxpayers, the failure to provide safe walking paths for students within subdivisions creates a growing safety hazard and will increase operational costs. In all rural areas of Loudoun, each house becomes a bus stop. Similar circumstances are emerging in the county's new subdivisions. Students that live within a school's walk zone must be transported to school because there are either no sidewalks or the sidewalks are only constructed on one side of the street. Should new subdivisions provide sidewalks on both sides of the street, children could safely walk to a bus stop or school. Sidewalks not only increase operational efficiency, but ultimately mean less time on the school bus for Loudoun's children. In order to ensure that students residing within Fairfield at Ryans Corner can safely walk to and from school bus stop locations, pedestrian walkways should be provided and allow for public access easements.

The Loudoun County School Board is extremely concerned about all land development applications. Both capital facility expenditures and operational costs are significantly impacted by each approved residential project, and both can be anticipated to increase with each additional school-age child that resides in Loudoun County. Should you require any additional information, please contact me at your earliest convenience.

Sincerely,

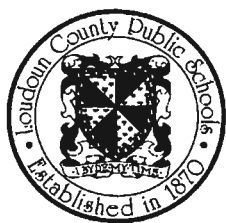


Sam Adamo, Director

Attachment

c: Edgar B. Hatrick, Division Superintendent  
Loudoun County School Board  
(Site Location: Dulles Election District)

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# Loudoun County Public Schools

Department of Planning and Legislative Services

## Project Assessment

**Project Name: ZMAP 2008-0007/Fairfield at Ryans Corner**

2005 Virginia-County of Loudoun School Census Student Generation Factors		Housing Units	Elementary School Student Generation	Middle School Student Generation	High School Student Generation	Student Generation Total
Single Family Detached (SFD)	0.83	0	0	0	0	0
Single Family Attached (SFA)	0.47	0	0	0	0	0
Multifamily (MF)	0.28	596	85	37	45	167
<b>Total Students</b>		<b>596</b>	<b>85</b>	<b>37</b>	<b>45</b>	<b>167</b>

Capital Costs	Elementary School Cost (FY 2009 CIP)	Middle School Cost (FY 2009 CIP)	High School Cost (FY 2009 CIP)	Total Capital Expenditure
School Cost	\$26,715,000	\$49,660,000	\$99,530,000	
Capacity	875	1,350	1,800	
Per Pupil Cost	\$30,531	\$36,785	\$55,294	
<b>Project's Capital Costs</b>	<b>\$2,595,171</b>	<b>\$1,361,052</b>	<b>\$2,488,250</b>	<b>\$6,444,473</b>

Annual Operational Costs	FY 2009 Estimated Per Pupil Cost	Student Generation Total	Annual Operational Costs
	\$12,751	167	\$2,129,417

School Facility Information	Elementary School (Grades K-5)	Middle School (Grades 6-8)	High School (Grades 9-12)
2008-09 School Attendance Zone	Steuart W Weller*	Stone Hill	Broad Run
September 28, 2007 Student Enrollment	n/a	548	1439
2007-08 Building Program Capacity	n/a	1322	1672**

\* Based on School Board adopted attendance boundaries, Fairfield at Ryans Corner would be served by Steuart W. Weller Elementary School beginning Fall 2008 (at the start of the 2008-09 academic year). Steuart W. Weller Elementary School is anticipated to have a building program capacity of 875.

\*\* Trailers are being used to provide temporary increases in building program capacity.

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**COUNTY OF LOUDOUN  
PARKS, RECREATION AND COMMUNITY SERVICES  
REFERRAL MEMORANDUM**

**To:** Nicole Steele, Project Manager, Planning Department (MSC #62)  
**From:** ~~HB~~ Brian G. Fuller, Park Planner, Facilities Planning and Development (MSC #78)  
**Through:** ~~U~~ Mark A. Novak, Chief Park Planner, Facilities Planning and Development  
**CC:** Diane Ryburn, Director  
Steve Torpy, Assistant Director  
Su Webb, Park Board, Chairman, Catoctin District  
**Date:** January 15, 2009



**Subject:** Fairfield at Ryan's Corner (ZMAP 2008-0007) 2<sup>nd</sup> Submission  
**Election District:** Dulles **Sub Planning Area:** Ashburn  
**MCPI #:** 119-30-8632, 088-35-1337, 119-30-7007, 119-30-6135, 119-30-9304,  
088-25-2998, 119-20-6350, 119-20-8059, and 088-25-6368

**BACKGROUND AND ANALYSIS:**

The Properties are bounded by Waxpool Road (Route 625), Shellhorn Road (Route 643), and Ashburn Village Boulevard (Route 772) in the Ashburn area. The Properties consists of approximately 22.5 acres within the Suburban Policy Area and Dulles Election District, near the Ryan's Corner area. With this 2<sup>nd</sup> Submission, the Applicant has revised their proposal to develop the Properties for high-density residential use, to include 540 multi-family garden-style apartments, 34 of which are to be ADUs. The proposal includes four-level garden apartments within a gated community. To support this program, the Applicant is proposing to rezone the Properties from R-2 and R-16 to the R-24 ADU, under Section 7-1000 of the Loudoun County Revised 1993 Zoning Ordinance. The Applicant is also seeking zoning modifications to reduce required minimum yard setbacks.

**POLICY:**

The site is governed under the land use policies in the Revised General Plan, the Revised 1993 Zoning Ordinance, the Revised Countywide Transportation Plan (CTP), and the Loudoun County Bicycle and Pedestrian Mobility Master Plan (BPMMP). The subject site is located within the Ashburn Community within the Suburban Policy Area. The Planned Land Use Map adopted with the Revised General Plan identifies the subject site as planned for High Density Residential.

## COMMENTS:

With respect to Parks, Recreation and Community Services (PRCS) we offer the following comments and recommendations:

1. No proffers were submitted with this application. Please provide proffers for review and comment.

*Applicant Response:* *Proffers are provided with this referral response package.*

**Issue Status:** **Resolved.**

2. This project adds ~~596~~ 540 multi-family residential units to the Dulles District, and offers no contribution to public recreation. The Ashburn Area is presently experiencing, and will continue to experience significant residential development. Additional development from new rezoning and by-right developments will place recreational facilities in further jeopardy from a capacity perspective. Developers of other subarea residential projects indicate in their applications that the area is supported by existing and planned public facilities. However, residents from both by-right and rezoned subdivisions add a significant demand on existing recreation facilities which make it difficult to keep pace with respective service demands. This application alone will have an immediate impact on existing and planned public recreational facilities in the area. The Applicant should demonstrate to Staff, the Planning Commission, and the Board of Supervisors how the recreational and leisure needs of these new residents will be met without further taxing the existing public recreational facilities in eastern Loudoun.

In conjunction with Comment 2, the Property is in close proximity to the existing ballfields at the former ISA site on Ashburn Village Boulevard, the future public use site at Moorefield Station (which will include 2 soccer fields and a baseball field), and future Moorefield Station Recreation Center. PRCS suggests that the Applicant provide a cash contribution and/or a specific proffered improvement to the further development of these PRCS public recreational facilities. These improvements could include, but would not be limited to, the construction of concession/restroom facilities, ballfield irrigation, and ballfield lighting.

*Applicant Response:* *The residents of the 540 units that will be included in this application will utilize the existing parks and recreation infrastructure, as well as on-site active recreation space, to address their recreation needs. To assist in meeting the demand for recreational amenities in the Ashburn area, the Applicant has drafted a proffer addressing the contribution to construction of*

A-174

*concession/restroom facilities, ballfield irrigation, and ballfield lighting in the Ashburn area.*

**Issue Status:** PRCS acknowledges the Applicant's proposed \$50,000 contribution. Staff recommends that the monetary contribution not be tied to the capital facilities contribution and be a stand alone proffer. However, it should be noted that the proffer credit as proposed would subject to approval by the Board of Supervisors.

3. The Loudoun County Bicycle and Pedestrian Mobility Master Plan (BPMMP), Chapter 4(B), Land Development, Land Development Policy 6; *"All land development applications shall provide bicycle and pedestrian access through the development in various directions, so as to prevent it from becoming a barrier between other trip origins and destinations in the community."* In addition, BPMMP Land Development Policy 7, *"All land development applications shall provide a sufficient number of bicycle and pedestrian access points to ensure efficient connections to and from the various activity nodes within the development and linkages to existing or future adjacent developments."* PRCS commends the Applicant on proposing 5' sidewalks and 10' asphalt multi-use trails to service the development.

However, Staff also notes that this is proposed to be a gated community, yet walkable. While Staff assumes that the gates are for automobile traffic, the Applicant should demonstrate to Staff, the Planning Commission, and the Board of Supervisors how bicycle and pedestrian access to and through the development and connections to adjacent developments are being met, including any connections to the future transit station at Loudoun Station.

**Applicant Response:** *As previously stated, pedestrian gates are located at strategic locations around the site's perimeter to provide convenient access and security for residents. These access points will provide residents with ample opportunities to access adjacent developments and the future transit station.*

**Issue Status:** Staff notes that the Applicant has adequately addressed pedestrian connections. However, does the Applicant intend bicyclists to use the pedestrian gates or the main automobile gate? Staff is concerned with potential bicyclist and pedestrian interaction on the smaller sidewalks at the pedestrian gates.

4. Staff notes that the proposed 10' asphalt multi-use trail shown on Sheet 5 along Ashburn Village Boulevard is proposed to be located within the 25' wide Type I Buffer. The Applicant should demonstrate to Staff, the Planning Commission,

and the Board of Supervisors how the buffer yard planting requirements will be met with the trail running through it.

*Applicant Response:* *The revised plat includes a typical section of the buffer area depicting the location of the trail and the buffer yard plantings.*

**Issue Status: Unresolved.** If the Applicant is referring to the "Type 2 Buffer (Typ.)" Section on Sheet 3, it does not include the trail. Please revised the plat accordingly.

5. In addition to Comment 4, the proposed 10' asphalt trail along Shellhorn Road and Waxpool Road is shown to run offsite at the intersection, northeast of the subject properties. This property is currently owned by the Flynn's Crossing Homeowners Association. Does the Applicant intend to obtain an offsite easement, or will the trail be located in existing VDOT Right-of-Way? Furthermore, the Applicant should demonstrate to Staff, the Planning Commission, and the Board of Supervisors what purpose that this offsite parcel currently serves, and what potential it may have for the community.

*Applicant Response:* *The Applicant has drafted a proffer to appropriately address the off-site location of the 10-foot trail. As previously-stated, this property is owned by the Flynn's Crossing HOA. Through research of the Ryan Park Center rezoning application (ZMAP 1995-0010, which encompasses the current Flynn's Crossing development), the Applicant has determined that the property in question is not encumbered by an open space easement. Regardless of the fact, the Applicant will be meeting with Flynn's Crossing to determine an appropriate course of action for this property.*

**Issue Status: Unresolved.** Staff requests follow-up information on the Applicant's meeting with the Flynn's Crossing HOA.

Furthermore, Staff notes specific discrepancies within the draft proffer statement concerning the proposed trail at this off-site location. Proffer IV.8.D states in the second line, that ***"the Applicant shall bond or construct a 5-foot sidewalk along the eastern side of Shellhorn Road..."*** yet the proffer goes on to refer to a "trail" and this sidewalk and/or trail is not depicted on the plat.

Proffer V.19 states that ***"the Applicant shall bond or construct a ten (10) foot wide asphalt trail within the on-site and off-site right-of-way along the Subject Property frontage,"*** i.e., western side of Shellhorn Road. Please revise the proffers and plat accordingly, or explain this discrepancy.

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6. Staff notes that there are two tot lots and two pools shown on Sheet 3 of the CDP. PRCS supports active recreation as a component of a healthy lifestyle, and requests detailed information on the proposed uses and amenities within these recreational areas.

*Applicant Response:* *The pools and multi-age tot lots will help serve the active recreation needs of the community. These facilities will be constructed and maintained to the highest standards. An example of the type of active recreation amenities that are offered by the Applicant can be found in the residential community of Ashborough, which is located on Russel Branch Parkway in Ashburn.*

**Issue Status:** Staff appreciates the Applicant's high standard of amenities. However, Staff was looking for information on the specific amenities and/or play equipment in these facilities.

7. The Concept Plan shows potential impact to wetlands throughout the development. While Staff notes that these wetlands do not appear to be jurisdictional per the attached reports, the Applicant should demonstrate to Staff, the Planning Commission, and the Board of Supervisors how the potential impact to wetlands will be mitigated.

*Applicant Response:* *As previously-stated, the Applicant has previously obtained wetlands permits for the site. No mitigation is required.*

**Issue Status:** Staff requests that the Applicant provide documentation of the wetlands permits obtained for the site.

#### **NEW COMMENTS (January 15, 2009):**

8. PRCS notes that Community Planning recommended that the Applicant contribute provide an Open Space contribution within the Ashburn community in their memo dated September 2, 2008. The Applicant responded that they would be providing an open space easement contribution in accordance with previous contributions provided by applicants. Staff requests more information on the proposed contribution amount in Proffer VII.23 and how the Applicant calculated that specific contribution amount.

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**CONCLUSION:**

PRCS has identified above, outstanding issues that require additional information to complete the review of this application.

If you have any questions or concerns regarding these comments, please do not hesitate to contact me personally via phone at 571-258-3251, or via e-mail at [brian.fuller@loudoun.gov](mailto:brian.fuller@loudoun.gov). You may also contact Mark Novak via phone at 703-737-8992, or via e-mail at [mark.novak@loudoun.gov](mailto:mark.novak@loudoun.gov). I look forward to attending any meetings or work sessions to offer PRCS support, or to be notified of any further information regarding this project.

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**COUNTY OF LOUDOUN  
PARKS, RECREATION AND COMMUNITY SERVICES  
REFERRAL MEMORANDUM**

**To:** Nicole Steele, Project Manager, Planning Department **(MSC #62)**  
**From:** *BGF* Brian G. Fuller, Park Planner, Facilities Planning and Development **(MSC #78)**  
**Through:** *MA* Mark A. Novak, Chief Park Planner, Facilities Planning and Development  
**CC:** Diane Ryburn, Director  
Steve Torpy, Assistant Director  
Su Webb, Park Board, Chairman, Catoctin District  
**Date:** September 11, 2008



**Subject:** Fairfield at Ryan's Corner **(ZMAP 2008-0007)**  
**Election District:** Dulles **Sub Planning Area:** Ashburn  
**MCPI #:** 119-30-8632, 088-35-1337, 119-30-7007, 119-30-6135, 119-30-9304,  
088-25-2998, 119-20-6350, 119-20-8059, and 088-25-6368

**BACKGROUND AND ANALYSIS:**

The Properties are bounded by Waxpool Road (Route 625), Shellhorn Road (Route 643), and Ashburn Village Boulevard (Route 772) in the Ashburn area. The Properties consists of approximately 22.12 acres within the Suburban Policy Area and Dulles Election District, near the Ryan's Corner area. The Applicant proposes to develop the Properties for high-density residential use, including 596 multi-family garden-style apartments, 38 of which are to be ADUs. To support this program, the Applicant is proposing to rezone the Properties from R-2 and R-16 to the R-24 ADU, under Section 7-1000 of the Loudoun County Revised 1993 Zoning Ordinance. The Applicant is also seeking zoning modifications to reduce yard setbacks.

**POLICY:**

The site is governed under the land use policies in the Revised General Plan, the Revised 1993 Zoning Ordinance, the Revised Countywide Transportation Plan (CTP), and the Loudoun County Bicycle and Pedestrian Mobility Master Plan (BPMMP). The subject site is located within the Ashburn Community within the Suburban Policy Area. The Planned Land Use Map adopted with the Revised General Plan identifies the subject site as planned for High Density Residential.

**COMMENTS:**

With respect to Parks, Recreation and Community Services (PRCS) we offer the following comments and recommendations:

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1. No proffers were submitted with this application. Please provide proffers for review and comment.
2. This project adds 596 multi-family residential units to the Dulles District, and offers no contribution to public recreation. The Ashburn Area is presently experiencing, and will continue to experience significant residential development. Additional development from new rezoning and by-right developments will place recreational facilities in further jeopardy from a capacity perspective. Developers of other subarea residential projects indicate in their applications that the area is supported by existing and planned public facilities. However, residents from both by-right and rezoned subdivisions add a significant demand on existing recreation facilities which make it difficult to keep pace with respective service demands. This application alone will have an immediate impact on existing and planned public recreational facilities in the area. The Applicant should demonstrate to Staff, the Planning Commission, and the Board of Supervisors how the recreational and leisure needs of these new residents will be met without further taxing the existing public recreational facilities in eastern Loudoun.

In conjunction with Comment 2, the Property is in close proximity to the existing ballfields at the former ISA site on Ashburn Village Boulevard, the future public use site at Moorefield Station (which will include 2 soccer fields and a baseball field), and future Moorefield Station Recreation Center. PRCS suggests that the Applicant provide a cash contribution and/or a specific proffered improvement to the further development of these PRCS public recreational facilities. These improvements could include, but would not be limited to, the construction of concession/restroom facilities, ballfield irrigation, and ballfield lighting.

3. The Loudoun County Bicycle and Pedestrian Mobility Master Plan (BPMMP), Chapter 4(B), Land Development, Land Development Policy 6; *"All land development applications shall provide bicycle and pedestrian access through the development in various directions, so as to prevent it from becoming a barrier between other trip origins and destinations in the community."* In addition, BPMMP Land Development Policy 7, *"All land development applications shall provide a sufficient number of bicycle and pedestrian access points to ensure efficient connections to and from the various activity nodes within the development and linkages to existing or future adjacent developments."* PRCS commends the Applicant on proposing 5' sidewalks and 10' asphalt multi-use trails to service the development. However, Staff also notes that this is proposed to be a gated community, yet walkable. While Staff assumes that the gates are for automobile traffic, the Applicant should demonstrate to Staff, the Planning Commission, and the Board of Supervisors how bicycle and pedestrian access to and through the development and connections to adjacent developments are being met, including any connections to the future transit station at Loudoun Station.

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4. Staff notes that the proposed 10' asphalt multi-use trail shown on Sheet 5 along Ashburn Village Boulevard is proposed to be located within the 25' wide Type I Buffer. The Applicant should demonstrate to Staff, the Planning Commission, and the Board of Supervisors how the buffer yard planting requirements will be met with the trail running through it.
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#### **CONCLUSION:**

PRCS has identified above, outstanding issues that require additional information to complete the review of this application.

If you have any questions or concerns regarding these comments, please do not hesitate to contact me personally via phone at 571-258-3251, or via e-mail at [brian.fuller@loudoun.gov](mailto:brian.fuller@loudoun.gov). You may also contact Mark Novak via phone at 703-737-8992, or via e-mail at [mark.novak@loudoun.gov](mailto:mark.novak@loudoun.gov). I look forward to attending any meetings or work sessions to offer PRCS support, or to be notified of any further information regarding this project.

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